LHE

DIRECTORY & CHRONICLE FOR 1907.

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ESTABLISHED 1857

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Edited, by Alice Mabel Bacon

NOTICE.

INSPECTOR F. ALLEN will not hold himself responsible for any debts incurred by His Wife, AUGUSTA ALLEN, on or after This Date. Hongkong, 28th January, 1908.

SCOTTISH MASONIC . QUADRILLE ASSOCIATION.

REGALIA DANCE will be held in the A. CITY HALL, on FRIDAY, the 7th of February. Dispensation to wear Regalia for English and Scotch Masons has been received from the District Grand Masters. No Invitations to this Dance will be issued after the fifth day of February. A launch will leave the Star Ferry Wharf

JOHN J. BLAKE, - Hon. Secretary. Hongkong, 28rd January, 1908.

at 2 A.M. to convey Kowloon residents back.

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	bottled)	18	1,50	7
D.	_VERY FINE OLD		in K.	*.
£.	TAWNY, Superior	10. 4		
	Quality (old bottled)			
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All letters for publication should be written on

one side of the paper only. No anonymously signed communications that have stready appeared in other papers will be inserted. Orders for estra copies of DAILT PRESS should be smt before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Telegraphic Address : Puns.

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LONDON OFFICH: 131. FLEET STREET, E.L.

Honorong, FEBRUARY 5TH, 1908.

AT the annual meeting of the Manchester Crematorium Ltd., last month, some extraordinary views were expressed by one of the directors, a Mr. FREDERICK SHALLMAN. His colleagues at once issued a letter disclaiming any sympathy with his opinions and few readers will wonder at this when they have digested the following summary of them. Mr. SMALLMAN said that a wonderful impetus would be given to the "movement" if cremation were made compulsory in certain cases. What he called the "movement" was, of course, the unpleasant business from which, presumably, he derives dividends, and his attitude so far is merely that of the gleeful undertaker in a time of pestilence, who rubs hi hands at the prospect of brisker trade. He thinks that the sentiment against the crematory method of disposing of corpses | number we want to increase. difficult to procure, and to offer them Just as that gentleman's colleagues hasten- passengers."

SMALLMAN went on:

"I would suggest that a lethal chamber should be erected, not only for oriminals, but also for all who are useless and worthless, tired of life, and who do not wish to live any longer, and I feel sure that the introduction of a lethal chember would be a great boon to such."

Mr. SMALLMAN, next proceeded to talk about the professional tramp. He would not extend the slightest mercy to the professional tramp, who should be put out of his existence as speedily and painlessly us possible. It is almost surprising that he should have remembered to recommend a painless method, seeing how he regards them -the tramps. We wonder what Mr. SMATLMAN knows about tramps. Had he any acquaintance with them? We doubt it, for he regards the professional at the most objectionable, whereas it happens to be the casual type who is the nuisance. During a journalistic investigation in England over a dozen years ago, we studied the tramp at close quarters, in the only way possible to do so. It was interesting, if not exactly pleasant; and we mention it only in order to introduce a novel point of view that we thereby secured. It was a professional tramp, a man of intellect, and in his own way a very gentlemanly philosopher, who in conversation with us deplored the foolish indiscretions of those casual loafers who steal chickens and in other ways annoy the public and the police. He regretted these moral grounds, but because they made week. things uncomfortable for the regular professional nomads who believe in honesty as the best polic The professional tramp does not pretend to be looking for work. This one did not. He did not pretead eith er that he was merely a victim to that overpowering instinct for wandering, which the Germans have recognized by giving it a name. He claimed ability to get the bare necessaries of life by the exercise of his wits, in various honest ways. He did not disdain luxuries, but he loa had work under existing conditions more than he like i luxury, and he found it congenial to dispense with some things rather than to labour for them. His point of view has since been admirably expressed by a newly. popular writer called HUBERT BLAND; and expressed in such similar terms as to leave us woodering if perchance the trainp we left lying on the Hog's Back

Mr. BLAND writes: A certain percentage of us area born with an ingrained preference for the road as compared with the slum or the workhouse. The slum has its diversions, the workhouse its comforts, the high road its freedom; and to the-Tramp-nature freedom is a fair off-set against the loss of the diversions and the comforts. Men do not take to the road because they like it, but because they, prefer it to the only other. alternative with which life faces them. Had Sir Walter Raleigh, for instance friend of the Surrey les, we remember, cited Raleigh, Drake, Frobisher and Co. as men who

find congenial employment in literature.

would not have made reputable citizens in Whitebeen born on one of the lowest social levels or come to grief in middle life and been compelled to choose between hard and ill-paid work in cities, or no work on the high road, can we doubt what his choice had been ! Sir Walter was born a gentleman, bred in the atmosphere of Courts, and he plundered Spanish galleons. The tramp is born a workman's child. bred in an alley, and he robs hen-roosts. Sir Welter ended his days upon the gallows. The tramp will die in a ditch. Both know the insides of prisons . . . The spiritual stoff of the pair is pretty much the same. I flad it possible to figure to myself Sir Walter Raleigh trudging along this road clad in rags and broken boots, carrying all his worldly wealth wrapped up in an unspeakable handkerchief, scorning with curled lip the road-menders by the waysi e breaking stones for bread. and determined in his heart that some industrious traderman or poultry-keeper should provide him his night's refreshment. But for the life of me I can't even picture him rising at daybreak on an autumn morning and netting off for the factory or workshop, there to labour at monotonous toil until nightfall; and proceeding to do the same thing, day in. day out, until the last day of all, the day of the cheap funeral provided by the burial club. And yet the man who does all these dull things is the good and worthy citizen, the in elligent voter on whom all the hopes of democracy are set the man we want to encourage, and whose

would become less strong if the public After looking up and quoting that interestwere habituated to the idea by its com- ing passage, we see we must apologise to pulsory adoption in the case of murderers. Mr. BLAND. His peroration proves that i So far, Mr. SMALLMAN had not said any- was not he with whom we talked a whole thing to be ashamed of; there are many afternoon. Whatever Sir WALTER RALEIGH people who be leve that the living would might have done, the professional tramp benefit by the cremation of the dead. Mr. will not steal chickens. All he wants is to SMALLMAN, however, seems to have plunged | be let alone, as we understood him, and he straightway into a confluence of two knows that Society will not let him alone if different streams of thought. His pro- he meddles with its property. All he shirks, fessional hopes and his personal antipathies at some cost to himself of self-denial and enticed him-into the sensationalism with discomfort, is the demnition grind" so which his colleagues dreaded to be as- vividly described by Mr. BLAND. It is sociated. He went on to advocate eu- clear that we have no right to loathe him thanasia, for all who either deserved or for that; and it is equally clear that he desired it. In the latter case, there is no deserves a little more sympathy than Mr. need to make provision: the means are not SMALLMAN of Manchester would give him.

publicly would simply be to multiply hasty | ed to dissociate themselves from his views, decisions and fatal mistakes. In the let us try to dissociate ourselves from the former case, the difficulty is at once unthinking mob that judges and condemns apparent. Who should apportion the de- so rashly; let us look always for other points serts of men? Certainly not intemperately of view before claiming, like Confuctos in antipathetic persons like the director his youth, that our opinions are fixed; les with the appropriate surname. Mr. us not forget that "nudi alteram partem is always, even in the most unlikely cases, a good working rule. It is a rule that works both ways, remember. It is conven--ti. nal to praise unreasoningly as well as to blame, and to praise without examination is as bad as to blame. It is terribly trite, and yet terribly necessary, to keep reminding ourselves that "things are not (always) what they seem.

The new King of Portugal was born of November 15th 1889, and is therefore just over eighteen years of age.

Mr. S. M. C.llard, of Wisted, Connecticut has divorced his wife, Emily, aged 72, because she persisted in "flirting."

The Amateur Dramatic Club sonounce tha they will give performances, of the comedy "The Liars," on the 20th, 21st, and 22nd inst The promoters of the Hong kong Milling Co Lid. are to be congratulated on the rise of

per cent, in their shares, in the first year

Sportsmen are reminded of the grand boxing contest which takes place in the City Hall this evening. Feveral bouls bave been arranged between American sailors and men from H, M. S. Kent, and some good exhibitions of the manly art are promised.

Torroni Adolfo, a gunner on the Italian cruiser "Vesuvio," was charged before Mr. H H. J. Gomperts at the Police Court yesterday on three counts of causing grievous bodily harm tas Police Sergeant Cooper and to Myers and Ferres, two sailors from H, M. S. " Bedford." petty crimes and misdemeanours, not on The hearing of the case was adjourned for a

> Officers, the band of the 129th Dake of Connaught's Own Baluchis will play the following revolver shots in the 'sille & manager.' programme of music, at the King Edward Hotel, during dinner, on Thursday (westber

marmittin	g)	
		Zehle
March	"Flotte Burschen,	" Sappe
Overtare.	Henry VIII	Sullivan
Son () ron	"Veronique,"	Mossaver
Selection.	"Sobre Las Olas,"	Rosas
YAISC	"Iola,"	
Two Stap.	"A Country Girl,"	Monekton
Selection.	Vivant,	Zikoff
regrob	God save the Kin	SP 1 ST
4H H	GOOD SHARE CITE WITH	

Sir Robert Ball, writing in the "Home Messenger," remarks that if a row of telegraph posts, 25,000 miles long, were erected round the earth at the Equator and a wire were stretched upon these posts for this circuit of 25,00) miles, and that then the wire be wound no fewer than seven times completely about this great globe. we should then find that an electric signal, sent into the wire at one end, would accomplish the seven circuits in one second of time. To tele graph, however, to the nearest star it would take four years before the electricity would reach its destination._

The Duke of Atholl has the unique privilege of possessing a private regiment. Clad in kills. and carrying the colours presented to the Duke by the late Queen Victoria, the hillmen and stalkers composing the "Atholl Highlandersform a magnifleent spectacle as they march past the castle to the sound of the pipes, at the annual September gathering. Among the officers are included Lord Tullibardine and his two brothers, Lord Danmore, Sir Robert Moncrieff and Sir Alexander Muir Mackenzie. The twelve pipers are very carefully picked men, and are probably the best in Scotland.

The Y. M. C. A. Literary and Debating Society's "Parliament" sat in Committee on Monday evening to consider the Bill to "promote better commercial relations with China." The Opposition had the majority, but without the guidance of their Leader, who was unavoi ably absent, fai'ed to make as good use of their position as was possible under the circumstances. They put through several unimportant amendments. On the adjournment of the House only half of the Bill had been discussed. The Government speakers were Mesers. McPherson, Brown and Fuller, and Messrs. Barrington, Edwards, Sutton and Pendlebury spoke for the Opposition and Messrs. Gillings and Moore for the Independent Party. At the commencement of the sitting the House passed a vote of sympathy with the Leader of the Opposition in his bereavement of

Mr. Fcancis W. Percival writes from I. Chesham-street, S.W., expressing the opinion that Mr. Bomanji's letter, published in The Times of December 27, " conveys a timely warning to the directors which they cannot afford who sat himself one day last month in the to ignore." Mr. Percival says that he could automatic boot-cleaner at Victoria Station give many instances of the failure of the com. He dropped but o e penny in the slot, and he pany to come into line with the views and needs had many shillings worth of cleaning. Three of its bost customers, and relates how on arriving minutes of it would have satisfied him, and he last February at Port-Said in the steamship enjoyed two hours. The machine took so "Atabia" on the afternoon of Tuesday instead of conscientious a view of its duty that it refused the time-table time of Wednesday morning, for to let the customer go. There in bondage which he had engaged rooms, his party was remained the lucky fellow who had discovered refused permission to spend the night on board, that in one place at least London gives more. although one of the ladies was an invalid who than enough for money. At last he grew tired could not safely land at night, and was thus put of the unusual experience and struggled to be to great inconvenience. Mr. Percival adds that free. Porters, policemen, and loungers tried to like Mr. Bomanji he has no personal feeling liberate him. They failed till they had pulled against the company by whose boats he has travelied for 30 years and always found clean. and comfortable, but is "convinced that the severe competition to which the company is now subjected is largely due to its own supineness and to the want of consideration which it often displays to the wishes and requirements of its

According to a United States Consular report, the latest obtainable figures show that the recital at St. John's Cathedral yesterday afternumber of vessels built in Germany in 1906 was 760, of 398,15d registered tons, against 646 of £310,771 registered tons-in 1905, and 535, of 267,991 registered tons in 1904. Among the vestels built in 1906 were lit men of war, of 30,831 registered tons. In addition to the foregoing, there were built in foreign countries, on orders, for German firms, 119 vessels, o 122,245 registered tons.

The will of the late Lord Kelvin, the famous ecienties and inventor, was disclosed last month The total estate has not yet been lodged, but i is reported to be nearly £1,000,000, Lord Kelvin's will is dated December 8th, 1905 His whole means and estate, including his property of Netherhall, Large, and his house in London, pass to his widow, Lady Kelvin, absolutely. The executors are Lady Kelvin, Lord Kelvin's nephew and grand-nephew, Dr. J. T. Bottomley, of Glasgow, and Dr. J. Frank Botto ley of Newcastle-on-lyne, and his selicitor, Mr. Timothy Warren, of Glasgow. The will is entirely in Lord Kelvin's hand writing, and covers about a roors of sheets of ordinary private correspondence paper.

The cruise of the American battleship fleet to the Pacific was the principal theme of conversation between the Kaiser and Capt. Howard the retiring Naval Attaché at the American Embassy in Berlin, on the latter taking leave at the Imperial Palace. The Kaiser considered the manœuvres over 14,000 miles as the greatest enterprise in the history of any Navy in time of peace, and told Capt, Howard that he and all Germany would watch with intense interest the progress of the fleet, and that the criticisms of American and European naval experts would furnish lessons of immense value to naval authorities by showing how mistakes might be avoided in time of war. He prayed, however, that war would never come.

A correspondent of the "Gaulois" brings back from Klondyke a notice affixed to the walls of his room in a Dawson City hotel, Among other delightful touches the following is to be found: "Travellers are respectfully By kind permission of Lt. Col. Price and urged to take certain precautions on such oceasious; as they find it necessary to exchange random shot may injure a servant or some guest of the establishment who is a stranger to the discussion." The above is only equalled by the warning of the proprietor that the adminictration will take no notice of complaints relative to the hotel employes. He points out that "all our servents are armed, and guests at the hotel can settle their disputes direct." Finally the management call the attention of the public to the fact that the hotel being a house of the first order, travellers are expected to conduct themselves as perfect gentlemen and that the proprietor reserves the right to enforce this rule with his gun.

The New York Sun publishes a number of interviews with representatives of firms trading in China and Manchuria. Their unanimous epinion is that the monopoly established by the Japanese in Northern China under the guise of the open door is absolute. It is asserted that as conquerors the Japanese have entered territory which does not belong to them, and exert entire mastery over the trade of the country to the complete exclusion of the trade of other Powers. The conditions, traders recently returning from there declare, are precisely the same as they were before the war. only Japan has exchanged places with Russia. Cases are cited in which American trade has declined 50 per cent. It is alleged that many kinds of discrimination are practised, even to the extent of admitting Japanese goods free while exacting duty from foreigners. According to the article in the Sun, the treatment of British, German, and French merchants is the same as that of Americans.

According to the latest telegraphic intelligence received at Odessa from Tabriz, the organised revolutionaries, Anjumans, and other political malcontents of that populous and thriving Pereian centre are all spenly dissatisfied with the compremise made between the Medjilis and the Court of Teheran, and they have peremptorily refused, in obedience to an instruction from their co-conspirators in the metropolis, to withdraw their public proclamstion of the deposition of the Shah. On the contrary, they have re-issued the proclamstion is more emphatic form, and with the additional and grave impeachment of the legitimacy of the Shah's birth and right of succession. An the opinion of observant and well-informed people in Tabrie, the revolutionary propaganda in that city and the satrapies of Northern Persia is not only not subsiding, but is daily acquiring greater force and solidity, and grave developments are anticipated within the next few months. The revolutio ary import of arms continues and increases.

Hearty congratulations to the fortunate man the machine almost to bits. In vain the owner of the boots explained that he wanted to catch a train. In vain he uttered words which seemed to show that he was more than content with his pennyworth. The machine held on while its strength lasted, and relinquished its hold with a grean. What an example for the fesh and blood that ministers to our wants!

Mr. Denman Fuller, gave another organ noon, which was very largely attended. The soloists were Mr. S. Moore and Master J.

It is announced that a concession belonging to King Leopold at Tientsin has recently been ransacked by a gang of Chinese thieves. The Chinese authorities having refused to punish the thiever, five men of the Belgian guard at Peking have been sent to take charge of the property. The Belgian papers protest against the existence of this concession, which, contrary to the Belgian Constitution has not been submitted to | quiet. the approval of Parliament, They also protest against the fact that this private concession should cause an intervention of Belgian soldiers. The incident will shortly be dealt with in the Chamber.

Mark Twain was on one operation on board ship when a collection was made on behalf of the widows and orphans of sailors. The famous hopes that God will continue to guide the humourist, says a writer in an American paper prefaced the collection with a talk on meanness. "The meanest man I ever knew," he said, "lived in Hannibal. He sold his son-in-law the balf of a very fine cow, and then refused to share the milk with the young fellow on the ground that he had only sold him the front half. The son-in-law was also compelled to provide all the cow's fodder and to carry water to her twice dey. Finally the cow butted the old man through a barbed wire fence, and he swed his son-in-law for 50 dollars damages."

KOWLOON PIGEON SHOW

The supual show of the Kowloon Pigeon Club was held at the Kowloon Hotelon Monday and yesterday, when a number of very valuable and pretty birds were exhibited, the list including Homers, Pouters, Jacobins and Owls. Many of the birds, which stood in cages set out on tables sheltered by trees were placed in the show, not for competition, -tut with the object of increasing interest in the rearing of pigeons. Mr. Logan, the president of the Club, has had a very busy time during the past two days in attending to. arrangements, and the duties of Mr. G. Kynoch as judge were not light ones in deciding which of many excellent exhibits should be awarded the prises. There was a large number of people at the show yesterday afternoon when the Cameron Highlanders' band attended and played selections of music. The following were the prize winners :--

Class I Thomas Pairs 1st Prize Mr. G. Watson. 2nd Priza Mr. Aives. 3rd Prize Mr. Osborne: Class II Thomas Pairs Singles 1st Prize

Class III Thomas Pair , Dragons, lat Prize Mr. Osborne

> LOCAL SPORT. INTERPORT FOOTBALL.

UNITED SERVICES BEAT SHANGHAI. There was another large attendance at Happy Valley yesterday afternoon, when Shanghai footballers met, and were defeated by, a team selected from the United Services. The players were .-

United Services : Atkins ; Jotham and Clark-Hall; Edmondsop, Burdett and Cooper Phillips, Hunt, Chapman, Payton and MacNeil Shanghai: Barrett; Davis and Ollerdessen Williams, Tyack and Drew; Cooper, Harris Winning, Chadwick and Scotson.

Shanghai opened play which for sometime

remained in neutral ground. Scotson then ebtained possession of the leather on the wing, and got away, but Jotham crossed him fast, and in defending conceded a corner. This kick was well placed, and Atkins had to run out to clear. Chapman followed with a fine run from midfield, and both Ollerdessen an d Davis charged him just as he took a shot at goal, th result being that the ball was turned off it. course. Ollerdessen was in much better form than on the previous day, and twice in succession he beat Cooper on the wing. Payton and MacNeil also combined well, their passing being excellent, but Payton's subsequent attempt. to not was a very poor one. Steady play followed for a time, until Scotson and Chadwick got away on the left, but the latter's centre was badly taken by Harris and Edmondson relieved the pressure. Chapman made another pretty run along the field, and when closely Barrett. When half time was announced

first half as compared with that of the previous day, it steaded down even more in the second meiety. A striking feature of the game was the pronounced miskieking on the part of Shang. hai's backs and halves. Scotson was playing a clover game but he was marked by Burdett who thus prevented this capable wing from showing to the advantage it did in the match against the Hongkong Football Club. Service man precented Scotson from getting round to centre, and two or three times he beat the left of Shanghai's quintette for the leather and passed it well along the field. Cooper, Shanghai's outside right, made several miskicks particularly when close to goal. Oue favourable opportunity he had was completely mulled, the ball passing for from its intended destination. A splendid pass from Edmondson was taken by Phillips, who was playing a good game on the right. He took it, sent in a pretty centre, and Payton rushing in, gained possession and drove the leather into the net, scoring the one and only goal of the match. In his rush after the ball, however, he collided rather heavily with a Shanghai player, and both men were placed hore de combat for a time. From this on to the finish the game was fairly even. the advantage, if any, being with the Service

Final : United Bervices, 1 goal; Shang hai, 0.

TELEGRAMS.

["DAILY PRES" EXCLUSIVE SERVICE.] THE CRISIS IN PORTUGAL.

London, February 4th. Senhor Franco, the Prime Minister, has resigned, and a coalition Monarchial Ministry is in course of formation. The situation is now

REUTER'S SERVICE.

GERMANY.

London, February 1st. The Kaiser, in a proclamation to the people, on the occasion of his birthday nation in the path of peace.

LATE KING CARLOS'S PLANS.

Melancholy interest attaches to the following message dated Lisbon, December, 29 :--

King Carlos has received a telegram from the President of the Brazilian Republic, in which the President hopes that the state of sitairs existing in Portugal will nob cause postponement of his visit to the Brazila,

The telegram adds that preparations for His Majesty's reception have been prepared on a magnificent scale and that a new jewelled crown, costing over £100,000, will be presented to His. Majesty.

"King Carlos has sent a telegram in reply, in which he states he "will not fail" to keep his promised visit, and that he leaves Portugal in the latter half of May.

> HONGKONG LEGISLATIVE COUNCIL.

In Legislative Council on Thursday the Hon. Mr. E. Osberne will ask the following questions :-

(I) Will the Government cause to be published, a report concerning the Canton-Kowloon Railway (British Section) covering the period from the inception of the scheme to Slat December, 1907, giving the original and amended estimates of cost and such other details of finance, route, control, &c., &c., as may with propriety be made public?

(2) Will the Government state whether the contractors for the Law Courts and Post Office are free to push on with the work as they please; or are they instructed to keep within. the limit of expenditure voted in the

Estimates ? (3) Will the Government state (a.) The terms of Sang Lee's tenancy of the ground used as a builder's yard adjoining the statue of His Majesty the King? (b.) Is this yard used in connection with work on public buildings? (c.) Will the Government cause this land to be laid out as a public garden as soon as Sang Len's occupation of it can be determined?

The Hon, Mr. H. E. Pollock will ask : Will the Gevernment lay upon the table all the papers connected with the proposals which have been made with a view to improve the system of enforcing judgments of the Supreme Court of this Colony in China and Macao?

The Hon: Attorney General will move that second reading of the Bill entitled An Ordinance to smend the Chinese Emigration Ordinance, 1889; the second reading, of the Bill entitled An Ordinance to facilitate the admission in evidence of statutes passed by the Legislatures of British possessions and British protectorates, including Cyprus; and the second reading of the Bill entitled An Ordinance to authorize the removal of Fire Insurance Companies from the · Register of Companies in certain cases.

BRITISH INDIANS IN THE TRANSVAAL.

Sir Mancherjee Bhownnggree, in a conversation with a representative of Renter's Agency en the Immigration Restriction Act in the Transveal, said : - "At the present moment, with the situation in India what it is, I regard the legislation as a calamity. It will be used as a handle to show that the Hritish Government is peither able nor willing to protect its own subjects, even in its own colonies. The position of the Indian is much worse than that of the pressed took a long shot which was cleared by Japanese, for Japan can, and does, take diplomatic action, from which India is debarred. When I was in Parliament I devoted much time to ventilating this question. I was always Though play had not been fast during the persuaded that Ministers, from Mr. Chamberlain downwards, looked upon the whole question from the first with very great disapproval and irritation, but that they were more or less belpless. owing to what they thought was strong local feeling in Africa, Ali slong the line things have gone from bad to worse. This legislation is one of the atterly unjustifiable and hideous things done in the name of the Imperial Government, which even the most ardent friend of British rule in india caunot possibly justify. and which has shaken, and will further shake. the loyalty of the Indian people and their confidence in the desire or power of the Imperial Government or the British Crown to protest them against injustice. I am not surprised at the Transvanl passing such a piece of legislation, but I should have thought that the Imperial Government when and while granting self-government would have warned the Transvaal against perpetrating such folly. am surprised not noly that the Imperial Government has not done so, but has readily assented to the law. Of course things will not rest here. We shall fight in the interest of the British Government, because if we throw up the fight and tell the people of India that there is nothing to be hoped for from the British Government on the score of justice, the delivery of such a dangerous message would render the situation desperate indeed. If it were a question of these Asiatics injuring a single Englishman I would be the first to assent to rules framed to prevent such injury, but this is not the case. The whole legislation proceeds from mere race prejudice, and is prompted not so much by Englishmen as by Continental lowclass settlers who are not British subjects.

HONGKONG SANITARY

A meeting of the Sonitary Board was held on January 4th at the Board Room, The Hon, Dr. J. M. Atkinson (president) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark, (Medical Officer of Health), Dr. H. Magfarlane (Assistant Medical Officer of Health). -Hon, Mr. A. W. Brewin (Registrar-General), Captain Lyons, (Captain Superintendent of Police), Colonel Martin, R.A.M.C., Ron. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Mr. H. Humphreys and Mr. G. A. Woodcock

WATER TANKS.

The report of the committee appointed to consider the tank question was as follows :- We consider it advisable that every facility should be afforded to compiers who wish to have tonks or cisterns on their premises

(1) To enable them to store sufficient water in the dry sesson to thoroughly cleanse their premises which the intermittent system, particularly on the rider main districts, does not admit of.

(2) And to enable them to readily obtain water in case of fire which, if taken in the incipient stage, may prevent wholesale destruction of house property, and possibly life.---

(b) It should be optional for the owner to build the tank of brick and cement to the satisfaction of the Building Authority, as iron corrodes, and if it is built in a yard, and thereby contravenes section 175 of the Public Health and Buildings | 20 years time. Ordinance, it should be lawful for the Board to grant exemption.

(c) This is governed by the first mentioned regulation.

(d) Each eistern or tank should be cleaned quarterly—limewashing not required.

This report was agreed to by Messrs, Shulton HOOPER and LAUCHU-PAR, but the PRESIDENT, who was also a member of the committee, wished to add the following provise-"I think for domestic purposes iron tanks are preferable.

The REGISTRAR-GENERAL minuted-The size of tanks should be limited in order to prevent one flat storing water at the expense of another during the intermittent season, an ground floors depriving the upper floors of a slaughtered. fair share of water.

The SECRETARY stated that there was a regulation which said the capacity must not exceed 100 gallous for domestic supply.

The PERSIDENT moved that the report be adopted and forwarded to the Government.

Mr. HOOPER-There is a minority report as well. There is a rider by yourself with which we did not agree. I believe the whole thing should go to the Government.

The Passinent-I will move that the report be forwarded to the Gayerament.

The BEGISTEAE-GENERAL-Are we going to express an opinion on it? The PRESIDENT-That is for members to

The RECISTRAR-GENERAL-I think we ought to say whether we are in favour of it or not. The Government is not asking for the opinion of the committee, but for the opinion

of the Board itself. Someone ought to move the adoption of the report, Mr. Hoopen-I am quite prepared to move

the adoption of the report, but I thought it might come better from another member of the Board who was not on the committee. The REGISTRAR-GENERAL-You are not in

favour of the proviso? Mr. HOOPER-No.

CAPTAIN LYONS seconded the motion, which was agreed to.

THE TUNG-WAR HOIPITAL.

Mr. E. M. Hazeland, architect, wrote to the Board as follows :- With reference to your notice of the 23rd wit, calling upon the Tungwa Hospital to open out on each storey one half of the entire space intervening between the principal room and the main back wall I have the honour to submit a tracing showing these premises, and beg to point out that the upper floors are provided with the required open space at the rear, and as the ground floor is used as a shop I trust that exemption from opening up the kitchen may be granted in this case.

THE MEDICAL OFFICER OF HEALTH-The place is fairly well lit, and there is a scavenging lane in the rear of the first floor. I recommend exemption on condition that no cooking is done on the ground foor, which-is-a-basement, and that the drain is removed from the basement, as its presence there is a menace to health, and moreover contrary to the provisions of No. 19 of the Drainage Byelaws.

THE REGISTRAR-GENERAL-What is the objection to allowing cooking?

The Persident moved that exemption h granted on the condition suggested by the Medical Officer of Health.

Hon, Mr. HEWETT seconded, and the motion was agreed to.

A TECHNICAL CONTRAVENTION.

Messrs. Leigh and Orange wrote enclosing a tracing for the erection of a bridge over the lane between King's Building and York Building, and applied for a modification of the require ments of section 175 of the Public Health and Buildings Ordinance to enable them to erect it.

The DIRECTOR OF PUBLIC WORKS Wrote stating that he saw no objection to this proposal It was, however, a technical contravention of section 175 of Ordinance | of 1903, therefore he wished it submitted to the Board for their consideration.

The application was granted on the motion of the VICE-PRESIDENT seconded by the PRESIDENT.

CHINESE CHRISTIAN CHMETERY. The SECRETARY wrote-In January 1905 the hill immediately to the east of Kowloon Tong village, and a little to the north of the boarding line, was selected by a committee as a most suitable site for a Colonial Cemetery in Kowloon. This site was recommended by the Board in March 1905. In reply the Board was informed that "It is a little premature to ear- plaintiff.

mark so big an area at Kowloon at the present time." In August 1906 the Board requested the Government to reconsider its decision in donnection with this matter. In reply the Bo and was informed that it was not possible to make provision in the 1907 estimates for the heavy expenditure which would be involved in the formation of a cemetery at Kowloon to correspond to the one at Happy Valley, and that the necessity for such a cometery was not being overlooked in the plans for the laying out of Kowloon.

The BRGISTRAR-GENERAL-I think the question of opening cemeteries on the Kowloon side of the harbour for Enropeans and for Chinese Christians might be reconsidered by the Board now.

Mr. HOOPER-I agree with the Registrar-

The DIRECTOR OF PUBLIC WORKS-A cemetery for Christian Chinese has been arranged for.

The VICE-PRESIDENT-The cometery referred to for Christian Chinese is in close proximity to Kowloon Tong village,

The REGISTRAR GENERAL- he application originally made was on behalf of Europeans. I think we ought to invite the attention of the Government to it again. There is no reason why we should lay out a site like the Happy

Hon. Mr. Hawerr-I think myself we should mark out a big site, because there will be a bigger population over there than here in

The REGISTRAR-GENERAL-I move that the attention of the Government be invited to the necessity of providing a suitable area to meet

all possible requirements at Kowloon. Hon. Mr. HEWETT seconded, and the motion

was carried. BLAUGHTER HOUSE FERS.

Correspondence was submitted relative to the fees to be charged for the slaughtering of animals in the villages of Shaukiwan. Kung Ngam, Teat Tez Mui, Shek O and Hok Teni. The REGISTRAR-GANERAL minuted-Are.

Test Tese Mui, Shek O and Liok Teui included? A Hok Tsui and Shek O man can hardly be expected to take his pig to Shankiwan to be

The SECRETARY-The contract is for the sole privilege of slaughtering animals within any part of the Colony other than the city of Victoria, and other than those portions in the New Territories which are not included in New Kowloon. The contractor, under No. 2 of the Slaughterhouse Byelaws is entitled to charge a fee of 20 cents for cattle, swine, sheep and Marine insurance account goals weighing under a picul, and 40 cents for animals weighing more than a picul. Under section 62 all cattle, swine, sheep and goats must be slan ghtered and dressed within a slaughterhouse appointed for that purpose under the Public Health and Building Ordinance, 1903: The contrast is a yearly one,

The REGISTEAR GENERAL-I should like this to go before the Board. Unless the number of slaughter houses is increased, the contract will have to be altered next year. This is another instance of this order drafted to meet the circumstances of the city, being applied to country districts and proving quite unsuitable. If section 62 is to be rigorously applied, section . 58, "the provision of a sufficient number of fit and proper slaughter houses," must be carried

The SIGRETARY informed the Board that similar terms had been in force for a number of years, and the contractor had never before insisted on these payments. He understood that the contractor did not want the people to go to the slaughter houses, but to pay a fee, Strictly speaking, according to the terms of his contract le was entitled to sich fee.

The REGISTRAB-GENERAL-Can we make him provide slaughter houses in these villages? The MEDICAL OFFICER OF HEALTH-

There are appointed slaughter houses, The REGISTRAR-GENERAL-We should tell him to start slaughter houses in each of these

Hon. Mr. HEWETT-He is not suffering any hardsh p by not getting these fees P The SECRETARY-No.

Hon. Mr. HEWETT-He signed the contract with his eyes open f The SECRETARY-Yes, and I rather think he did it with the object of raising this question as soon as the contract was signed. The REGISTRAE-GENERAL-We should just

leave the matter as it is. The PRESIDENT-It's a case of spite I think. Hop, Mr. HEWETT-It's a squeeze. The con ractor's application was laid on the

MORTALITY STATISTICS. Based on a death rate per 1000 per annum. the mortality statistics for the whole Colony during the week ended 11th January was 21.6, while for the week ended 18th January it was 17.5, as against 18.3 for the corresponding week

> SUPREME COURT. Tuesday, February 4th.

IN SUMMARY JURISDICTION. BEFORE HIS HONOUR. ME. A. G. WISE

(PUISNE JUDGE). AN INCONSOLABLE DEBTOR

Action was brought by Lai Chan-po to recover from Lai Wai kim the sum of \$920,75 due for goods sold and delivered, and for moneys paid and advanced. Mr. P. Sydenbam Dixon (of Tobalance, £1,500,000 at ex. 2/- \$15,000,000,000 Mr. R. A. Harding's office) appeared for the plaintiff. The defendant appeared in custody, wept considerably, and was not represented by counsel

Defendant admitted to his Lordship that he owed the money, but said he had no means to

His Lordship. There is no necessity to cry about it. Since you got the goods without the money to pay, you have got to suffer.

Defendant-My uncle promised to send the money to me, but he has not done so, His Lordship-Judgment and costs

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-fifth report of the Court of Directors to the ordinary half-yearly general meeting of Shareholders to be held at the City Hall, Hongkong, on Saturday, February, 15th reads as follows :-

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen,-The Directors have now t submit to you a general statement of the sffairs of the Bank, and Balance Sheet for the half-year ending 31st December, 1907.

The net profits for that period, including \$1,797,167.54, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$4,942,974 06.

The Directors recommend the transfer of \$500,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund with the addition from the premum on the

new shares, will, then stand at \$13,500,000. After making this transfer and deducting remuneration to Directors there remains for appropriation \$4,427,974.06, out of which the Directors recommend the payment of a dividend of two pounds sterling per share on the old shares, and a proportionate dividend, or one pound and ten shilings sterling per share on the new share, viz. : 1220,000 which at 1/21. the rate of the day, will absorb \$2,427,586.21.

The balance \$2,000,387,25 to be carried to new profit and loss account.

The shares of the new issue have all been sllotted and paid for in full: the capital now stands at \$15,000,000, and from the preminm on the new shares the sterling reserve, fund has been increased by £50 1,000 and the Silver Reserve Fund by \$1,250,000.

The Honourable Mr. H. Keswick bas been elected Chairman for the year 19:8, and Mr. E

Goets, Deputy Chairman. Mr. A. Haupt, having resigned his seat on -leaving the Colony, Mr. G. Friesland has been invited to fill the vacancy; the appointment requires confirmation at this meeting. Mr. G. H. M. dhurst, Mr. C. R. Lenzmann

and Mr. H. E. Tomkins retire in rotation, but beeing eligible for re-election, offer themselves accordingly. The accounts have been audited by Mr. W.

Hutton Potts and Mr. A. G. Wood who offer adverse factors. themselves for re-election. G. H. MEDHUI ST. Chairman.

Hongkong, 4th February, 1908.

ABSTRACT OF ASSETS AND LIABILITIES Sterling reserve fund, £1,500,000 at ex.2/- 15,000,000.00 vor reserve fund Notes in circulation |-

Aùthorised issue against securities and coin deposited with the Crown agents for the colonies and their trustees Additional issue authorised by Hongkong Ordinances against coin lodged with the

Hongkong Government 711,147.00 Current accounts,— 479,411,423.55 Gold £4,9 9,913,4s 5d, = 47,515,722,57

Fixed deposits,-Silver \$50,679,064.80-Gold, £4,816,419.9s1d. = 46,441,350.60 Bills payable (including drafts on London Bankers, call loans and short sight drawings on London office

against bills receivable and bullion shipments) 11,475,783,32 Profit and loss account 4.912,974.00 Liability on bills of Exchange re-discounted, £7,322,442 16s. 2d. of which £4,923,763. 9s. 9d. have since run off.

\$299,457,070,9(

\$40,508,887.37 Coin lodged with the Hongkong Government against authorised and/or excess note circulation

Indian Government Rupee paper 2,015,891.84 Consols, Co onial and other securities 6,403,912.25 Sterling reserve fund investments, yiz. 21,208,000 21 per cent. Consols at 82 22900,569 (of which £250,000 lodged with the Bank of Wagland as

a Special London Reservo.) £255,000 14 per cent. National War Loan, at 90. \$325,000 other Sterling Scentities

21,500,000 Bank premises \$299,457,070.9

GENERAL PROPIT AND LOSS ACCOUNT. December 31st, 1907. To amounts written off :-Remuneration to Directors To dividend account :-£2 per share on 80,000 shares=\$160,000 Proportionate dividend, or £1.10/., per share on .40,000 shares, new

£220,000 at 1/94=2,427.586.23 To transfer to silver reserve fund..... To Balance forward to next half-year 2,000,387.85 \$4,942,974.00

By balance of undivided profits, 30th June, 1907 \$1,797,187.54 By amount of net profits for the six months ending oted December, 1907, siter making provision for bad and doubtful debts, deducting all expenses and interest paid and

> STERLING RESERVE PUND. \$15,000,000.00

By balance 30th June 1907, £1,000,000 By part of premium on new shares £500 (X)0 at ex 2/-(invested in sterling securities.) \$15,000,000,00

SILVER RESERVE PUND \$13,500 .000.00 By balance 30th June, 1907, \$11,750,009.00 By balance of premium on new shares 1,250,0000.00 By transfer from profit and loss account 500,000.00 HAMBULG.

(FROM OUR CORE SPOT DEAT.) January Srd .:

LAST YEAR'S BUSINESS. At the annual meeting of the "Ehrbare Kanfmann "-the association of the merchants, bankers, shipowners &or of Hamburg-held as usual on the last day of the year, the Chamber of Commerce submitted their report for 1907, in which they say that the high-tide of prosperity they had PORPRIRTORS! been able to signsline a year ago very goon afterwards showed unmistakable signs of recading. Whereas, noney in the spring months is wont to become ensier, this has not been the case in the early part of the year under review. a renewed demand of an extensive character

having strung up, owing in a great measure to the requirements of sproulation who with the object of preventing a rapid decline in the prices of copper, coffee and other articles in which there had been considerable over-production ormmenced storing the supplies they held At the same time a steady advance in cereals took place in consequence of a largely increased demand for home consumption in the United States and the disappointing yield of the harvest in Argentina, so that the maximum felt. import duty fixed by the new German tariff same into operation. Fertilizers, especiali nitiate of sode, continued to rule high, but the prices of most other articles began to give way towards the end of the first half year, these of copper, spelter, jute, bides &c. suffering a veritable collapse; silver, tin, iror, india rubber &c. and nearly all accurities declined more slowly but without intermission whilst most of the industries, particularly those protected by combine, and the regular steamer lines with faithful clientele have been less affected by the retrograde movement. The textile industries and the shipbuilding trade report favourably of the past year but will have now to face a much reduced demand, which will be felt all the more severely as during the recent period of unparalelled activity wages have advanced consider- new ones for the protection of shipowners in ably whilst working hours have been shortened . the high prices of coal and bread are likewise

AMERICAN OVERPRODUCTION.

The United States, where overproduction had owners will be able to look back with a been most rampant, were the first to suffer; overcapitalized andertakings collapsed and a serious financial orisis extending all over the country long period of unprofitable trading, althoughfollowed, the effects of which were felt in the markets of the world. The spirit of enterprize received a check and owing to the failure of several firms in the city, who had hitlerto been looked upon as beyond doubt oredits generally were ourtailed. The distrust caused by these failures seems hardly justified however, as the downfall of the firms in question was in nearly every case due, not to the crisis, which may have hastened the disaster, but to previous recklessness and mismanagement. There is reason to hope therefore that the cocurrences here have been but the reflection fixing a minimum rate for nitrate of soda. of the thunderstorm that has buret over the United States, all the more as the state of trade in this country sprears to be perfectly sound. Should the number of drafts in circulation be materially reduced in consequence of the reserve ships are however being superseded more imposed upon merchants by the American crisis and of a lower range of prices, it would be a them are being sold to Norway and Italy, matter for congratulation, as the surest means of restoring confidence. How for the tension in the money market has gone is best illustrated by the fact that corporations of small towns, not being able to place fresh loans, have been obliged to draw bills for their immediate requirements. I may mention in parentheses that the town of Dortmund has quite recently raised a loan on unissued municipal stock with the Reichsbank at 81 per cent. interest. It would be well therefore municipalities would in future act with greater German companies have on principle declined re serve and refrain from apending money on any ov stures in that direction made by the im provements o which do not promise an imperial authorities.

immediate return. DISCOURT. The rate of discount at the end of the year is an unusually high one; it has ruled much about that of the previous one all through the past twelve months, the Imperial Bank having in self-defence been obliged to keep its official rate It per cent, above that of the Bank of England; strange to say however the private rate of discount has on several ocasions been below that in the London market. If rates in France. have been comparatively low all the time it is owing probably not so much to the system pursued by the Bank of charging a premium on gold, as to the fact that the commercial development of the country has remained be. hind that of England and Germany and that consequently less capital has been required Under the circumstances the issue of loans in the German markets, after various 4 per cent state and munici al loans had been provided for in the first half of the year, has come to a standstill. The emission of treasury -bills at short dates has also tended to increase the demand for money.

The overses shipping trade has had to contend with serious and protracted labour froubles which have not only added materially to the working expenses but have in many instances proved detrimental to the prompt and careful performance of the work in hand. The unusually high price of coal has also acted adversely. The heavy traffic during the greater part of the year has however afforded an equivalent to the regular lines of steamers. 80 per cent of the tennage of which belong to the Hamburg America Line-429 steamers of together 1,511,625 tons out of a total of 662 steamers of together 1,874,449 tons-so that the results of the past twelve months appear on the whole satisfactory. Most of the companies being in a strong position financially, a period of general alsokness, such as has set in at present, into the matter. I also skip what is said about will not affect them sensibly. Owing to the large number of emigrants from Russia, Australia referring to the trade with the East next week.

KINGEDWARDVIE LIQUEUR WHISKY WHITE LABEL.

PERFECT IN MELLOWNESS, AGE AND

FLAVOUR, RIGHT WHISKY TO TAKE, NO ILL EFFECTS.

THE DISTILLERS CO., LTD., EDINBURGH.

\$15 PER CASE

WORTH MUCH MORE.

SOLE AGENTS:-

PRICE & CO., LTD. CELEPHONE N . 135 WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

Hungary, and other countries passing through Hemburg last spring the passenger traffic bag been brisker than in any previous year whilst the number of emigrants returning from the United States in the autumn months rose to figures never known before. The competition of the direct lines established between the Russian and American ports has therefore hardly been

TRAMPS. I lamp attamers also have done better than for some time, in spite of increased working expenses, as freights have ruled high, during the first ien months of the year at any rate, and as there has been a constant demand, for additional tonnege on the part of the regular

The Baltic lines, wing to the strong demand for British cosl on the Continent, found full and remunerative employment not only to the Baltic ports but to those on the Northsea as well. The Baltic and Whitesen conference which met last October will probably have a stimulating affect on freights, its chief of ject however, was, besides a revision of some of the clauses in the UNED AND charters agreed upon, the adoption of certain .cases of labour disturbances.

Freights for sailing vessels have likewise been

less depressed than during previous years and certain amount or satisfaction on the business of the last welve months, after increased working expenses, strikes, and delays in the handling of cargoes in Central and South American ports owing to the imperfect arrangements there, may have impaired the profits. There has been throughout a brisk demand for sailing craft for the shipment of coal, chiefly for Chili, and rates have advanced in consequence, but the increased number of vessels seeking return freights out there have caused home-rates to decline to such an extent thet the International Union of Sailingship Owners have felt obliged to suspend the rule Many owners in the expectation of better freights to be obtained there have ordered their yessels in ballast to Australia and ports on the North Jacific coast, Sailing more by steamers and many where, in the absence of onerous board of trade regulations, they stand a better chance of being worked to a profit. This is much to be deployed. however as sailing vessels afford the hest train ing for sailors and officers.

Regret is expressed at the growing tendency of foreign governments to subsidize, in some form or other, national steamer lines, the Chamber being of opinion that the system tends to create an unhealthy state of sff.irs, for which reason

Referring to the recent legislation in Great Britain, France and other countries, requiring foreign vessels loading in their ports to conform -to the regulations laid down for their own mercantile marines and in many instances imposing restrictions of a protective nature; the chamber holds that it falls little short of an interference with the sovereign rights of other countries and that such ensetments cannot fail to provoks retaliatory measures which would not only hamper the free development of the international shipping trade, but might eventually bring it to a standstill. The understand ing arrived at with Great Britain last summe through the instrumentality of Mr. Lloy George in therefore warmly welcomed and a hope is express d that the imperial government may succeed in solving the difficulty by similar agreements with the other states.

Owing to the enormous expansion of trade the accommodation and the appliances fo working cargoes in many foreign ports have become wholly insufficient; this is more part cularly the case, as already stated, in most of the South and Central American ports, but some o the coal ports in Great Britain leave much to be desired on that score as well, as does also that of Boulogne in France. The necessity of improvements in that respect is pretty generally recognized and steps are being taken nearly everywhere to bring the accommodation and the plant up to date. The Dutch ports, the more immediate rivals of Hamburg, are making strengous efforts in that direction and Antwerp two new dooks have been opened the course of the past year, plans for a further extension being under consideration.

In Havre a scheme for the enlargement of the harbour is now being worked out, the cost of which is estimated at 85 million france: As to Hamburg itself the report merely repeats what I have already stated in one of my former letters concerning the construction of new quays but adds that this will not suffice and that in view of the fast increasing traffic new docks are argently needed; it is suggested that the authorities should at once secure the option of such sites as may be wanted later on for

further extensions. The strikes of the dock labourers and seamen are dwelt upon at some length, but I omit this part of the report, having at the time gone fully the river traffic for went of time, but hope to

THE

ROBINSON PIANO

CO. LTD.

PIANOS

EPAIRED

QUALIFIED MEN

MODERATE CHARGE

Hongkong, 8th January, 1908,

THE P. & O. COMPANY AND ITS JAPANESE COMPETITORS.

A letter in the Times says :- The chairman of the P. & C. Company will doubtless respond. -and that with an effect which his intimate knowledge of the conditions enables him to do more forcibly than any other disputant-to the attacks of Mr. Bomanji on the great steamship company of Leadenbal:-street. But there is one point in the last paragraph of Mr. Bomanji's etter which I venture to think proves that this gentleman is hardly qualified to be taken seriously in regard to shipping matters. Having spoken of the fact that the Bombay trade has to put up with a speed of a fraction over 16 knots for its mails during the next seven years. he goes on to say that perhaps 30-knot boats will be a commonplace before long in other

trades. This is absolute absurdity. There is no trade save the New York trade which has even 20knet vessels. Even the shorter run to our nearest daughter nation, Canada, has not yet got vessels of quite that sea speed. Compare the conditions between New York and Bombay. Regard the number of passengers moving, and. their average wealth. Civil servants and soldiers, though possibly pleasanter fellow travellers than American millionaires, will hardly pay fores which will make much impression on the coal bills which high speed involves. Let Mr. Bomanji regard these simple figures of Cunard ships :-

Date, Tonnage I.b.p. Speed. 8.000 14.500 20.0 Lucania ... 1893 13,0:0 30,000 22.0 ... 1907 13,000 70,000 Bay 25.0 Luaitania Then let him reckon on the size and power of a steamer which would be needed to do the 30 knots of which he so glibly talks in the New York trade. Let him remember that the

improvements of over 2) years have been needed

to add five knots to the speed of the Umbris.

even with the dimensions of the Lusitania; and

the next five knots would be infinitely more Then as regards coal. The price of coal east of Suez is far higher than either at Liverpool or New York and it would be absurd to run at 30 knots in order to waste time coaling en route. Does Mr. Bomanji imagine that a 3 knot passenger steamer could ever get through the canal? To get to New York the Mauretania and Lusitania have to take 8,000 tons of coal in their bunkers. The distance to Bombay is four times that to New York. Can he believe that till some new power is harnessed we can expect to see even 20 knots in the Eastern trade?

I apologise for having devoted so much space to demonstrating the obvious.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :---On the 4th at 12,05 p.m.—The barometer

has risen moderately over Japan and the S. coast of Chins. The area of high pressure still lies over the continent to the North of the Yangtse, and pressure is relatively low over the S. part of the

China Sea. Fresh to strong monseon may be expected in the Formosa Channel and the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0 04 inches.

The forecast for the 24 hours ending at noon to-day is as follows :---Hongkong & Neighbourhood(*)

N.E. winds, Formosa Channel ... fresh or strong. South coast of Chins between Sameas Ne. 1. Hongkong and Lamocks.

South coast of China between Hongkong and Hainan. Same as No. 1. . (4) N. to N.E. winds, fresh or moderate; cloudy, drizzling rain or mist

Orders for suire copies of Daily Passa should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.O., 5th Ed-

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MR. GUSTAV BINDER having name per procuration on the lat inst. We have This Day authorized WILHELM SCHUECHNER; and FRIEDRICH WILHELM PFAFF to Sign our Firm's name per procuration __CARLOWITZ & CO. Hongkong, China & Japan, let Febr, 1903.

WANTED.

COMPETENT TYPIST and SHORT. HAND CLERK Apply by letter to- "Box 600." Care of "Daily Press" Office. Hongkong, 5th February, 1908,

A HACIENDA, East, Mount Kellet, The Peak, unfurnished, from the middle or end of April next. For particulars apply to the undersigned.

TO LET.

C. H. GRACE, Care of Secretary's Office, Hongkong Club. Hongkong, 5th February, 1908. TO LET.

TROM 15th February, "FAIRVIEW. No 1, ROBINSON ROAD; splendid situation, with fine view of harbour; Six Big L. B. Rooms.—Apply to Care of "Daily Press" Office. Hongkong, 5th February 1908;



SUPERME COURT. T IS HEREBY NOTIFIED that pursuant to the provisions of the JURY CONSOLIDA. TION OADINANCE, 1887, I have this day caused to be posted at the chief entrance to the Court House a List of all persons ascertained by me to be liable to serve as JUROR

The said List will remain so posted until the 15th proximo, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck of from the said List, upon cause to be duly assigned in such notice.

ARATHOON SETH. Registrar.

Hongkong, 31st January, 1908.

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

FIGHTY-THIRD ORDINARY HALF-YEARLY MEETING Shareholders in the Compan, will be held at the Office of the Company, Hotel Mansions on TUESDAY, the 25th February at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Tirector and electing Auditore The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 12th to the 25th instant, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkern 5t February 1968



THEATRE ROYAL. CITY HALL

RAMATIC / LUB

WILL PRESENT An Original Comedy, in Four Acts, By HENRY ARTHUR JONES

20th February THURSDAY 21st February RIDAY 22nd February SATURDAY Doors open at 8.30 P.M. Performance at 9 P.M. Prices \$3, 81 and \$1. Sailors and Soldiers in uniform Half-price

to Pit Stalls and Pit. Booking Office at The ROBINSON PIANO CO. open on an after MONDAY 10th February, 1908 at 10 A.M. Bengkeng, Ith February, 1918.

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA. CHERIBON, SAMARANG, SOERABAIA AND MACASSAR. Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJILATJAP." Captain van Emmerick, will be despatched for the above Ports on or about 1th February. For information as to Freight and Passage, apply to the

Head Agent of the JAVA-CHINA-JAPAN LIJN, York Snildings, 1st Floor. Hongkong, 5th February, 1908;

FOR SING VPORE, PENANG AND CALCUTTA

HHE Steamship "JAPAN," Captain J. G. Olifent, will be despatchedfor the above Ports on SATURDAY, the 8th

inst., at 3 P.M. For Freight or Passage, apply to DAVID SAS OON & Co., LTD., Agenta

Hongkong, 5th Robensty, 1908.

NEW ADVERTISEMENTS

POSTPONEMENT. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW

THE Company's Steamship

•" HAICHING." Capt. A. E. Hodgins, will be despatched for the above Ports on THURSDAY, the 6th inst. at 11 A.M. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co.,

General Managers. Hongkong, 4th February, 1908.

NOTICE TO CONSIGNEES.

/ HE H.A.L. Steamship

Captain Ha so, having arrived Consignees Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of heir goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here after which

date they cannot be recognised. * No Claims will be admitted after the Goods have left the Golowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M. No Fire Insur-nce has been effected, HAMBURG-AMERIKA LINIE,

Pongkong Office.

Hong kong, 4th February, 1908. NORD DEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"PRINZ SIGISMUND," arrived. Consignees of cargo informed that their Goods, with the exception of Opium Tressure and Valuables, are being landed and stored at their risk in o hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon whence delivery may be obtained. No claims will be admitted after the Goods

have left the Godowns and all goods remaining undelivered after the 11th inst., will be subject o rent All broken chafed, and damaged Goods ave o be left in the Godowns, where they will be examined on the 11th inst. at 9.30 A.M

All claims must reach us before the loth inst, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

undersigned. NORDDEUTSCHER-LLOYD. MELCHERS & CO.,

Hongkong, 4th February, 1908.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer

"NUBIA. FROM ANTWERP, LONDON, MALTA PORTSAID, SUEZ & STRAITS.

Consigness of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR BISK in the Hongkong and Kowloon Wharf and Godown | STENOGRAPHER and TYPIST. Company's Godowns at Kowloon where each consignment will be sorted out mark by wark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 11th inst., at 4 P.M. will be aubject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the

E. A. HEWETT. Superintendent. -Hongkong, 4th February, 1908.

NOW READY.

MAIL TABLES

FOR 1908. Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as

the dates of return Mails. Mounted on Card 30 Cents On Paper ... On Bale at the Hongkong Daily Press Office Hongkong, 17th January, 190 .

ON SALE,

THE FIFTY YEARS ANGLO-CHINESE CALENDAI 日歷英中华十五

FROM 1st JANUARY, 1864 TO 31st DECEMBER. 1913. BRING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF Kwong Sui

PRICE \$2 CASH. On Sale at the "Hongkong Daily Press OFFICE, or Agents in all the Ports of the Far East. The Book will be sent by Registered Post (free) to any part of the World unrepresented 7 by Agents on receipt of Money Order,

ON SALE. DOUND VOLUMES of the HONGKONG WHEKEY PRESS January to June 1907. With Impur. Price \$7.50. On sale at the "House cone: Danta Panes Hangkong, 26th July 1907.

NOTICES OF FIRMS

OSAKA SHOSEN KAISHA.

HONGKONG OFFICE.

MIOTICE IS HEREBY GIVEN that during the temporary absence from the Colony of the Undersigned Mr. SHINICHI HACHIMOTO will assume charge of this T. ARIMA.

Manager. Hongkong, 1st February, 1908. NOTICE.

this day admitted GEORGE EDW-AED MORRELL into Partnership with us and the Firm's Business will from This Date be carried on under the Firm name of GOLDRING allowance of \$84 per annum for fuel and light. BARLOW AND MORRELL

. GOLDRING & BARLOW. Hongkong, 1st February, 1908. HONGKONG GENERAL CHAMBER OF COMMERCE.

NUTICE.

THE Secretaryship of the CHAMBER is taken over by Mr. E. A. M WILLIAMS from this date.

EDBERT A. HEWETT. Chairman. Hongkong, 1st February, 1908.

PUBLIC COMPANIES HONGKONG AND SHANGHAI BAN

ING CORPORATION. TOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL. Hongkong, on SATURDAY, the 15th day of February, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1907. By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager. Hongkong, 29th January, 1903. 282 HONGKONG AND SHANGHAI BANK. ING CORPORATION

NOTICE IS HEREBY GIVEN that the REGISTER of STARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February 1908 (both days inclusive), during which period no Transfer of Shares can be By Order of the Court of Directors,

J. R. M. SMITH. Chief Manager. Hongkong, 29th January, 1908. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING. 1. of Shareholders in this Company will be held at the Company's Offices, Queen's Buildings, New Prays, on MONDAY, the 24th February, 1903, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st

December, 1907. The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive. By Order of the Board of Directors,

THOS. I. ROSE, Hongkong, 3)th January, 1908.

WANTED WANTED.

TATANTED AT ONCE, for Shanghai by large Company, Competent Male Age, Experience and Salary required. ..." MERČANTILE,"

Care of "Daily Press" Office. Hongkong, 1st February, 1908 WANTED.

TOOSITION in Mercantile Firm by Young Man just out from Home. Perfect knowledge of English and German; good knowledge of French and general routine of Office Work.

Apply to-Box 223, Care of " Daily Press" Office. Hongkong, 23rd January, 1908.

HONGKONG CLUB.

NOTICE.

PPLICATIONS will be received by the Undersigned up to the 29th February 1908, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1908 to the 1st April, 1909, with the prospect of a permanent appointment as Applicants should be unmarried as residence

on the Club Premises is essential. By Order, C. H. GRACE. Secretary.

Hongkong, 27th January, 1908.

AUCTION

PUBLIC AUCTION.

ARTICULIRS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of February. 1908, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELENCY THE GOVERNOR of One Lot of CROWN LAND adjoining Shaukiwan Inland Lot No. 410 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the | 8141. Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

	-Locality	Boundary Measurements.	tents in feet I Rent	Upset
-	- 120001110		Squa Rqua Annu	Price
	Adjoining Shaukiwan Inland Lot No. 410.	H. B. E. W. feet feet feet feet As per sale plan;	abent 1,020 18	\$ 1,344

INTIMATIONS

NOTIFICATION.

TIS HEREBY NOTIFIED that applications are invited for the Appointment of a FEMALE PROBATIONER NURSE, which will be vacant on the 1sr of APRIL next,

in the Medical Department, Applications in the bandwriting of the applicants with Certificates of Character, etc., should be forwarded to the Principal Civil Medical Officer, at the Civil Hospital, not later than

Noon of the 29th February next. Salary, &c., \$480 rising by annual increments THE BANDMANN of \$50 to \$600 per annum, with uniform, atlendance, free furnished quarters and an

Full Particulars may be had on application. J. M. ATKINSON. Principal Civil Medical Officer. Medical Department, Hougkong, 29th January, 1908.

NIOTICE IS HEREBY GIVEN that the PEAK TRAMWAYS COMPANY have submitted to the Government revised plans shewing the route of the proposed New TRAM-WAY from the Queen's Road and of Battery Path via GLENEALY VALLEY to the PEAR. The route now proposed outs the lower part of the North-eastern edge of the Public Gardens and then passing on trestles along their West-ern extremity, and within 100 yards of the -Roman Catholic Cathedral crosses Robinson Road about 30 yards to the East of its junction with Conduit Road. Continuing upwards it passes within 120 yards of Inland Lot No. 1568 and adjoins the Peak Road opposite Inland Lot No. 1146, keeping after that to the Eastern

slope of Victoria Peak. Owners of adjacent property and the general public who may be interested in the effect of the Tramway upon the Public Gardons can inspect the plans and drawings at the Offices of the Director of Public Works for a period of one month from this date between the hours of 10 A.M. and 4 P.M.

By Command, F. H. MAY, Colonial Secretary. Colonial Secretary's Office.

Hongkong, 18th January, 1908. IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c. All other Philatelio Goods

CALL AT-GRACA & CO. Hongkong Hotel Corridor. Hongkong, 1st January, 1908.

CIENTING. SURGEON DENTIST. No. 10, D'AGUILAR STREET TERMS VERY MODERATE.

Hongkong, 21st September, 1905 DR. M. H. CHAUN.

Consultation Free.

THE latest Method of the AMERICAL SYSTEM of DENTISTRY. 33. QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

COLD STORAGE.

THE HONGKONG ION COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, 18th November, 1901 43.



GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. Al ABC 5th Ed., Western Union Codets used All Letters Addressed : MANAGER MITSU BISHI Co. with name of place under. BRANCH ORFICES:-

NAGASAKI, MOJI, KOBE, KARATSU SHANGHAL HONGKONG, & HANKOW. AGEN CIES:-

YOKOHAMA M ASADA, Esq. CHINKIANG: Messrs. GHARING & Co. MANILA: Messes. MACONDRAY & Co. SOLE PROPRIETORS of Takashima. Ochi, Shinney, Namezuta and Kami-Yamada Collieries, and, also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal

Sole Agents for KISHIDAKE COAL. The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries. T. MATSUKI, Manager, Hongkong No. 2. Pedder Street.

NATAL LINE OF STEAMERS THE Underrigned GENERAL AGENTS

in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in BOUTH AFRICA, in connection with INDO. CHINA STRAM NAVIGATION Co.'s fortnightlyservice hence to CALCUTTA. Seilings from CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

apply to DODWELL & CO. LIMITED General Agents for China and Japan Houghoug, 4th August, 1898.

ENTERTAINMENTS

BOXING CONTEST. GRAND

> CITY HALL TO-NIGHT (WEDNESDAY). The 5TH FEBRUARY, 1908.

> > U.S. NAVY

H.M.S. "KENT." Booking and plans at Robinson Piano Co. Hongkong, 28th January, 1908. 275

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ex s.c. "Douro" and "Matapan," from Bordeaux ex s.s. "P. Leroy Lallier," in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

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TO LET.

TO. 59, CAINE ROAD. Nos. 27 and 31, SEYMOUR ROAD. Apply to-

SAM WANG CO., LTD., Hougkong, 27th November, 1907. [9] THE "ALL-RED" ROUTE-THE OTHER SIDE.

Correspondent sent the Times the following statements of objections to the proposed "Al

The project known as the "All Red" route has, at the moment, attractions for politicians and journalists who, influenced be so-called Imperial ideas, see in it. a new bond of union between Great Britain and her larger Colonies -Canada and Australia-but Sir Wilfrid Laurier, the Canadian Premier, struck a warning note when he told his Blacksod interviewers that the great scheme has to be considered from a commercial as well as a patriotic standpoint.

It is not to be overlooked besides that the "All Red" idea is not, as it is generally represented, new. There is at present an "All Red "service by existing routes and lines, and what immediately concerns us is to know whether these stand in need of improvement and if they do whether the new "All Red project is best for that end! The "All Red scheme is open to serious objections from the commercial standpoint,

England has already adequate means of communication with Canada and between Canada and Australia and the Ear East The Canadian Pacific Railway, Allan, and Dominion Lines, and several others, have provided regular sailings to and from Cauadian ports all the year round, and there are the Canadian Pacific Railway and Canadian Australian Lines between Vancouver and Australia, New Zoaland, and Eastern ports. The size and speed of the steamers engaged in the passenger trade are apparently as great as are called for by the gennine requirements of the trade, and are being competition in parce, nor frighten vistorious increased year by year to keep pace with the growth of these requirements.

The conditions of navigation in Canadian waters are unfavourable to steamers of extreme speed and size. . The St. Lawrence River, which route possesses enormous natural advantages as compared with routes via Halifax or St. John, N.B., is suitable for steamers of a reasonable size and speed, say, 600ft, and 27 knots, but is wholly out of the question for such steamers as

the Mauretania. . The only Canadian ports which could accommodate steamers of the enormous size and speed suggested for the "All Red" line are Halifax and sydney, C.B. These ports are subject to the great disadvantage of long distance from the centres of population and business in Canada. Halifax is 758 : iles from Montreal, and Sydney is at a much greater distance. Passengers landing at Halifax have, therefore, to undergo a rallway journey of about 24 hours' duration. with all its attendant discomfort, before reaching Montrest, which is the starting-point for all traffic for western provinces.

On the other hand, steamers using the St Lawrence route can land their passengers in Montreal with much less discomfort and at much less expense. The natural advantages of the St. Lawrence route are in fact, so great that it will certainly continue to be the principal routs for passenger traffic, as well as almost the only route for freight worth mentioning during the season of open pavigation, even if a new service of steamers of great size and speed were established via Halifax or Sydney,

The "All Rad" scheme is an attempt to divert Canadian traffic from its natural channel It would involve enormous expanditure by the Governments concerned, as huge subsidies would be required to give the proposed service any chance of success. In so far as the attempt succeeded, it would injure the existing companies which have invested large amounts of capital in their business, and, even if completely successful, such a diversion of traffic from the St. Lawrence to another route would confer no advantages on the people of either Canada or Great Britain in compensation for the great

large numbers think more of comfort and steadiness than of great speed. The German this, and are acting accordingly.

sengers hate life at sea to such an extent that They have not done so, because the desire to

tare generally enjoyable. difficulties, not to mention its want of facilities its internal communication, will be at an end ced to use Liverpo I, or some similar port, as a possible so terrific a catastrophe as the abaudonvia Queenstown,

much more easily and economically given by patriotiem. arrangements to accelerate the existing mail - It may be that Mr. Hildane's language was services to the St. Lawrence in summer and to coloured by a natural anxiety to promote the Halifax in the winter, In summer a very short interests of his Tarritorial Army. To get the stramers call at Sydney. C B., 2,290 miles from a reality, which I for one hope may be achieved. GOOD CENTRAL GODOWN, No. 3a, been used experimentally, and with encouraging filling its ranks is considerable. Belief in the

Britons" should cheer for the so-called "All

that particular colour has become the popular cognized when making such compassion.

The water area lying between this island and back. Yours, &c., Canada and that between Canada and Australia do not differ in conditions and characteristics from any other oceanic districts of the world. As, therefore, the route from here to Australia via Canada is mainly over these particular areas, it is obvious all the existing routes of the Empire by sea have equal claims to be designated as generous and special treatment by the Unite. Kingdom disappears when based upon sentimental but firtitious nomenclature. The truth is, every one of the lines of communication connecting parts of our Empire with each other are "All Blue"-the bluest of blue water .- All cross the world's commonage, and all are naturally open of the free use of all nations in peace, while in war they will be in the grip of predominant power at sea. Subsidiz ing British ships to run over any particular line cannot prevent other nations from subsidizing their ships to do precisely the same thing. In peace, no nation can national ze may route on high seas, while in war the stronger war fleat can and will deny its use to whom it pleases. Sir, calling a route which is mainly maritime by a files name will neither prevent commercial admirate to war from shutting it up like

If these observations appear flippant, I can only say they are offered in all sincerity, and made for a serious purpose. We are a selfgoverning people, and are responsible for a world spread Empire. Our stream of ten leney runs towards spontaneous emotions rather than research thought, and popular cries-even though they may by clap-trap-posses a strange and increasing power to influence, if not to actually formulate, policy. Policy so promoted has in the end to be paid for, and may lead to dissetrous results. For example, last Session Parliament was engaged in providing elaborate means of escaps from an inqubus of waste and confusion inflicted upon the nation nearly 50 years ago by a military policy owing its inception to a phrase of five words-! Stein has bridged the Channel." A few months later a further impetus in the same direction was neatly. expressed in only three words-" Defence not defiance. ' In a military sens ; both these ories were nebulous nonsense, but, nevertheless, they were the keynotes of a military policy which, for half a century, imposed upon the nation all the prins and populties of a gig satio and costly sham. Serious students of the Imperial problem are, therefore entitle I to scrutiniz: closely the justification for any phrase obviously to "catch on," as an introduction to a demand upon our exchaquer. If examination discloses an attempt to delude popular opinion into secenting what is no true, surely it becomes a

clear duty to protest before, and not after, its purpose is adcomplished! It is for such reasons. venture to protest against describing a route from England to Australia via Canada us "the All Red Route." Dismissing further reference to emptions or soutiments; permit ma to add brief observations

upon the business aspects of the contention that the Mother Country ought to give financial aid to the project. Now, as the sole trustee of the Empire in its entirety, the Mother Country is bound to have regard to the ways and means available for the discharge of the obligations of the Empire as a whole. These obligations are expense involved, and the injury to established enormous and increasing every hour; the ways and means available for their fulfilms it are very 'The "All Red" scheme is based on two fun- limited indeed, and show but little, if any, sign damental assumptions, both erroneous. The of probable augmentation, The obligations are first is that there is a pressing demand for spread over the world, while the only provision extreme speed of transit overraling all other for their discharge is what it is possible to exconsideration. This is true only of mails. It | tract from the pockets of people domiciled in is not true at all of s'earige and second class Great Britain and Ireland. The paramount passengers, who form by far the largest section duty of the sole trustee of the Empire is of Canadian passenger traffic. It is only its preservation intact. The Empire being partially true of saloon passengers, of whom maritime in the essential condition o lts existence, the primary obligation to be fulfilled is the provision and maintenance lines and the White Star Lines have realized of a Fleet strong enough to keep for the Empire a free sea. Accepting the two-Power The second fundamental error is that pay standard, as illustrating a Navy only strong enough to do this, what do we find? We find they will generally prefer the route which this an authoritative intimation of a possible involves the shortest time on board ship. If shortage of money required to keep up a Fleet this were true the New York liners would long on the two-Power standard basis. Speaking ago have made regular calls at Halifax, the | with all the authority of an adviser of the nearer port, to land and embark passengers. Crown, and with all the knowledge which a Cabinet Minister alone can possess, Mr.H. Idane, get ashore quickly did not really exist. In the st Blair Athole on the 16th inst., proclaimed Canadian steamers all cabin passengers have the "that it would be hard for us with a population. option of landing at Quebec and proceeding by | of 44,000,0)) to main ain a two-Power standard rail to Montreal. V ry few do land, the great | against two nations with a combined population majority preferring to spend another day on of 100,000, 00." From this be drew an inference board rather than incur the trouble of even an stated in the following words:- We might pasy railway journey of six or seven hours. On not be able, in days to come, to depend wholly he St. Lawrence route the last three days of aud absolutely upon our Navy, with the the passage are on inland waters, and these days | completeness of wody, and should that time arrive it would be upon the home defence As to the suggested west Ireland port, force that we should have to rest our Blacksod Bay, it is impossible as a terminus, trast." Mr. Haldane might, and indeed for the simple reason that the steamers could ought, to have added that, if and when that not get coal, stores &c., without enormous | time comes, the Empire, having lost coutrol of for overhant of machinery, &. They would be for- The desire to at least postpone as long as terminue, and then it would be found useless to ment of the two-Power standard certainly call at any port in Ireland. Passengers would involves is the true justification for the refusal most certainly prefer to embark in comfort at | of the sole trustee and guardian of the Empire the Liverpool stage rather than inour the to listen to appeals from Colonies for money to inconvenience and fatigue of a channel passage, | multiply their sea routes to facilitate the follows t by a railway journey across Ireland. operations of their commerce. Tust attitude Even for mails it would be found useless to call, should continue so long as they do not share the for the same reasons that have led to the responsibility and cost of the maintenance of abandonment of Moville as a port of call for that Fleet by which alone their individual and Canadian mails, and will soon lead to the sew | collective safety can be secured. To permit the York mails for England going direct instead of diversion of funds from the Navy to help to create additional sea, responsibilities would If faster transit of mails be wanted it can be indeed be a practical example of a spurious

Hea passage for mails can be secured if mail men for it is a primary condition of its becoming Liverpool. This route for mails has already His temptation to frighten the country into necessity for loos military defence on such Sir,-It is evidently expected that all "true scale could best be promoted by shaking public confidence in the Fleet as the real and effective Red Route, and agree off hand that its cost shield of an island. Mr. Hildane is too honest ought to be shared by the Mother Country, a man, and too able a state min, to stoop to Canada, and Australia. On what basis the attain such an object by such means. Neverrelative assessments are to be made, or what is theless, he has abunded an alarm to which the to be the total cost of the undertaking, no one outlying Empire will do well to take heed. knows. That is the present position of the I am most glad he has done so, for it is project, though the cheering has been already important that our Colonial fellow-subjects started. When its volume testifies to the should realize that the resources of the sufficiency of popular enthusis m the plate metropolitan province of their Empire cannot will be handed to the Motherland, while Colonial indefinitely continue to lead in the race for eloquence will plead for her generous contributions sea supremacy. All the great State competing tion towards "this great bond of Imperial for predominancy in maritime power draw upon all the resources of all their provinces and all Now, Sir, what does this "All Red Route" their component parts. The British Empire really meso, and what is the origin of the alone does not. The figures given by Mr. phrase? Its origin is simple, for on all British Haldane ignore the Empire, but illustrate this school maps British land is coloured red, so fundamental difficence, which ought to be re-

symbol of exclusive British ownership and It is no use mining the matter; if the several absolute British control. The impressions of parts of the Empire cannot or will not combine childhood, retain, their influence on the to provide the naval power necessary to secure sympathies of the mature, and so suy- what is common and essential to all, the passing thing and everything labilled "All Rei" of the sceptre of the sea from British hands is awakens popular interest, if not enthusiasm. but a matter of time: Be that time long or This is neither surprising nor regrettable but short, who can tell? But this we do know for whether the description of the thing itself be cortain—that, once that sceptre passes to other true is, for that very reason, of serious import- hands, not even an unlimited number of British ance. In this particular case, I submit it is a. Territorial Armies, no matter what their size, mischievous because a deliberate miscomer. efficiency, and completeness, can ever get it

> JOHN C. R. COLOMB. Cirlton Club, December 23;

LATEST STEAMER MOVEMENTS.

The H.A.L. str. C. Ferd. Lucisz left Shanghai All Red Routes." The special claim Wor on let inst. a.m., and may be expected here to.

> The J.-C.-J. Lijn str. Tjilatjap left Moji for this port on the 31st ult., and may be expected The Glen Line str. Glenlochy left Singapore on the 2nd inst, and may be expected here on

> the 8th inst. The C.P.R. str. Monteagle arrived Shanghai at 10.30 a.m. on Saturday, the 1st lost., and left again at noon Sunday for Nagasaki where she she was due to arrive at 6 a.m. yesterday.

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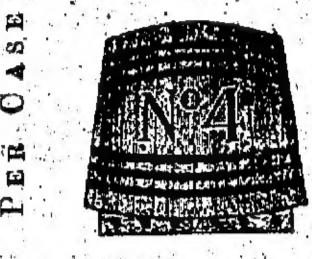


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HONG KONG, CHINA & MANILLA A.S. WATSON & CO.LTD. As Supplie I to the House of Commons.

THE NEW FRENCH REMEDY

und others, combinestall the desiderate to be sought in a motione of the kind, and surpasses, everything hitherto hort jims, often a few days only, removes all discharges from theurinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other, serious diseases. In dyseatery, piles, refitation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedles have been powerless.

Late successful and highly popular remedy, used in the out-out at Hospitals by Rinord, Rostan, Johert, Velpana

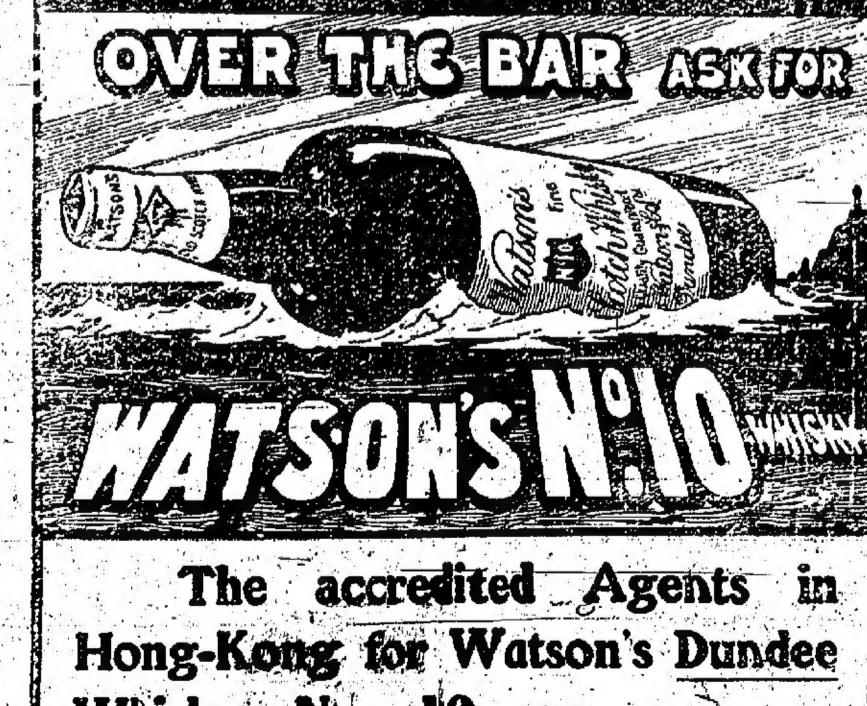
THERAPION No. 2 for line and all discusses for which it has been too much a fashion to coupley mercury, sarsaparilla, &c., to the destruction of authorers' teeth hand rain of health. This preparation participation whole system through the blood, and thoroughly

l minates every poisonous matterfrom the body. distressing consequences of early error, excess, residence is hot, unhealthy climates, &c. . It possesses surprising power incressoring strength and vigor to the debilitated. THERAPION is sold by the prin-Merchants throughout the world. Price in England 2/9.8

quired, and observe above Trade Mark, which is a fac-simile of word "Tickarion" as it appears on the British of Government Stamp (in white letters on a red ground) athard to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Principal Chemists.

is a true food and contains Albumen and Fibrine which go to form Blood, Bone, Brain and Muscle. Beef-teas and Meat-Extracts are stimulants only. BOVRIL is liquid life.



: HEWAN, TOMES & Co.

MAKE NO MISTAKE ABOUT IT.

Chinese.

SHIPPING.

ARRIVALS. BLUECEOPS, British str., 1,959, W. J. Hebelton, 3rd February-Cardiff 6th December, Coal -Admiralty.

BOURNON, French str., 997, Le Bail, 2nd Feb. -Saigon 28th Jan., Rice-Chinete. BRASILIA, German etr ... 4,239, H. Hasse, Srd Feb.-Hamburg 20th Dec. and Singapore 28th Jan., General-Hamburg-Ameri CHITUEN, Chinese str., 1,177, C. Stewart, 3

February-Shanghai 31st Jan., General CHOWFA, German str., 1,055, G. Spiesen, 8 February-Seigon 29th January., Bice

Butterfield & Swire. DRUMGRITH, British str., 2,476, J. Tairweaths 4th Fel-from Bristel Channel, Coal

FRITHIOF, Norwegian str., E91, Olaf Anderse 3rd February-Saigon 29th Jan., Rice Asgaird Thoresen & Co HASHIDATE Japanese dagship 3,400, Nishe ama, 31 February-Japan 25th January Hono Bre, British str., 2.006, Holme, 4 February-Singapore 27th Jan., General

ITSUKUSHIMA, Japanese oruiser, 2,375, Oban 3rd February-Yokohama 25th January. JACOB DIEDERICHSEN, German str., 62 A. Hansen, 2nd February - Hollow at Haiphong 1st Feb., General-Jebsen & C KONLOON, German str., 1,427, H. Enigk, 4 February-Chinkiang 31st Jan., General

Hamburg-Amerika Linie. KWANGSE. British str., 1,228, H. Scott, 4th Feb.- Chipking and Wuhu 31st Jan General-Butterfield & Swire. K WEIVANG, British atr., 3rd Feb .- Canton. LANDRAT SCHEIFF, German str., 1,012, 1 Grandi, 11h February -Shanghai Slat Fe

-Siemsien & Co. LINAN, British str., 2nd February-Canton, MATSUSHIM, Japanese cruiser, 3,400, Yashim - 3rd Feb - Japan 25th Japanary. MERAPI, Dutch str., 1,937, Uldall, 3rd Feb.

Java and Singapore 27th January, Genera NERITE, Duich str., 1,453, Westers, 2nd Feb. Prio Sambo 19th January, Kerosine Oil-Mover & Co.

NISSIN MAID, Japanese str., 1,957, S. Shira kaws, 2nd Feb.-Moji 27th Jan., Coal-Mitsui & Co. Nusia, British str., 3,844, F. J. Fox, 4th Fe -London 21st 1 ec. and Singapore 30t Jan , General-P. & O. S. N. Co.

OBLAND, British str., 917, T. A. Die, 3rd Fel Rajang (Borneo) 27th January, Timber.-Wallem & Co. PHEUMPENH British str., 1,300, J. H. Scot 2nd Feb, Saigon 28th January, Rice-

PRINZ SIGISHUND, German str., 3,300, Lens 4th February-Sydney 14th January an Mepila lat Feb., General-Melchers & C PROMETHEU, Nor. str., 1,024, O. Corneliusser 4th February-Bangkok 26th Jan. Rice-

Nippon Yusen Kaisira. SADO MART, Japanese str., 3,860, Anderson, 3rd Feb.—Yokohama via Kobe, Moji and Shanghai 5th Feb., General-

SHIMOBA, British tt., 2,699, H. S. Best, 3rd Feb Sanghai 30th Jan., General-Dodwell& Co. SUMBELLNO, British str., 987. G. H. Penne-Inther, Sid February-Iloilo Suth Japuary,

Butterfield & Swire. WILMINGTON, American gurbost, Comdr. W. R. Rush 4th Feb.—Ewatow 3rd Feb. FOCHOW. British str., 1,305, F. D. Northcombe. 3rd Fabruary - Shanghai 30th January General-Bulterfield & Swire.

ZAFIRO, British str., 1,629, R. Rodgers, 3rd February-Manila lat February, Hemp and Sugar - Shewan, Tomes & Co.

CLEARANCES AT THE HARROUR MASTRE'S OFFICE. 4th February Brosilia, German sir, for Shanghai. Eastern, British str., for Meji.

DEPARTURES. 4th February. SHINANO MART. Japanese str., for Shanghai. TJIBODAS Dulch str. for Batavia.

Sado Mary, Japanese str., for Singapore.

YARRA, Freich str., for Europe, &c.

VESSELS IN DOCK. February 4th.

ABBRDEEN DOCKS .-KOWLOON DOCKS-Neil Mcleod, Persia, Comania, lluichow, Amigo, Sorsogon. COSMOPOLITAN DOCKS .- Singon, Suisang, Chi, shing.

VESSILS ON THE BERTH

REGULAR SENAMBHIP SERVICE WITH LIBERTY TO CALL AT MALABAI

PROPOSED SAILINGS FROM HONGEONG.

FOR BUSTON AND NEW YORK. S.S. "SHIMOSA" ... 12th February. For Freight and further information, apply DODWELL & CO., LD. Hongkong 21st January, 19 8

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG. HE Steamship

"FLINTSHIRE," Will be depatched for the above Ports on THURSDAY, the 20th February. For Freight and Further Particulars, apply to SHEWAN, TOMES & Co.,

Agents. Hongkong 23rd January, 1908. TOYO KISEN KAISHA. SOUTH AMERICAN LINE.

Regular Stamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.) With Liberty to call at Honolulu and Salina Cruz.

Steamen

March 1908. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATEDA, Manager, York Building. Hongkong, 27th December, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commenting from Green Island. Vessels anchoring nearest Kowloon are marked 'k,' nearest Hongkong "h" midway between Hongkong and Ko . l on "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section. SECTIONS. 2 From Harbour Masier's to Blake Pier. 3 From Blake Pier to Naval Yard. 1 From Green Island to the Harbour Master's. 4 From Naval Yard to East Point.

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3rd	DESTINATION	VESSEL'S NAMES	PLAG & RIG FLAG &	LIG CAPTAIN	MAD WOWATE ADOL W MA	
·]	DESTINATION	V VESELIS NAMES	ALTEG OF MIC BING OF	CATTAIN	FOR PRESIDENT APPLY TO	TO BE DESPATCHED
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e-						
1	LONDON &C., VIA USUAL PORTS OF CALL	PENINSULAR	Brit. str	B. A. Peters	P. & O. S. N. Co	On 8th inst., at Noon.
her.	LONDON, ANTWERP & HAMBURG	FLIRTSHIRE	Brit.str	********** ** ***************	SHEWAN, TOMES & Co.	On 20th inst.
1	MARSEILLES, HAVRE & HAMBURG, &c	BAKONIA	Ger. str k. w.	Habel	HAMBURG-AMBRIKA LININ	On 18th inst.
	MARSEILLES, &O. VIA PORTS OF CALL	OCEANIEN	Fr. str	Magnen	MESSAGERIES MARITIMES	On 18th inst, at 1 P.M.
m m as fe	MARSEILLES, HAVRE & COPENHAGEN &c	PETRONIA	Den. str	H. Pybus	MRLCHEES & Co.	On 21st inst.
50EL,	MARSEILLES, PLYMOUTH, HAVRE & HAMBURG &C	RHEN NIA	Ger. str k.w.	v. Hoff	RAMBURG-AMBBIKA LINIE	On 26th inst.
O	MARSEILLES, LUNDON & ANTWERP	PALAWAN	Brit. str	C. R. Longden R NR	Pl& O. S. N. Co.	About 12th inst.
4	ROTTERDAM, BERMEN & HAMBURG VIA STRAITS, &c.	C. FRED. LAKISZ	Ger. str	Wagner	HAMBURG-AMERIKA LINIE	
10Y-	ROTTERDAM & HAMBURG VIA STRAITS, &c	AMERIA	Ger. str k.w.		HANDONG-MERICA LINES 400	To-day.
V.	BREMEN & HAMBURG VIA STRAITS, &c			Palar	HAMBURG-AMBRIKA LINIE	On 22nd inst.
4th	NADIJES Come Arman Comments	SPEZIA	Ger. str k. w.		Hamburg-Amerika Linin	On 24th inst.
ıI—	NAPLES, GENOA, ALGIERS GIBRALTAR &C	PRINZ HHINRICH	Ger, str.	P. Grosch		On 12th inst., at Noon.
Ÿ	TRIESTE, &c., VIA SINGAPORE, &c	AUSTRIA	Aus. str	Gillhuber	SANDER, WIELER & Co	About 24th inst.
218,	BOSTON & NEW YORK	Вигмова	Brit. str —	The attached to	DODWELL & Co., LTD.	On 12th inst.
	NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str	MacFarlane	JARDINE, MATHESON & Co., LD.	
23,	NEW YORK VIA PORTS & SUEZ CANAL.	SAINT PATRICK	Am. str.	" He 100 , are "any are and		About 16th March.
4	VANCOUVER VIA BHANGHAI JAPAN, &c	EMPRESS OF JAPAN	Brit. str. 2-m-		CANADIAN PACIFIC B. Co	On 13th inst., at 4 P.M.
Cal	VANCOUVER VIA SHANGHAI JAPAN, &c	MONTEAGLE	Brit. str 1 m.		CANADIAN PACIFIC B. Co	On 22nd April, at Noon.
All	VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC	Am. str	Cowley	DODWELL & Co., LTD.	On 8th inst.
1	CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Jap. str	D. Mori	TOYO KISEN KAISHA	Sometime in March.
	AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str I m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
4th	AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger, str	D. Lenz	MELCHERS & Co.	On 27th inst, at 5 P.M.
W Died	YOKOHAMA AND ROBE	FRINZ SIGISMUND.	Ger. str	D. Lenz	MELCHERS & Co	About 6th inst.
m,	JAPAN	TJIPANAS,	Dut. str.	Pand r	JAVA-CHINA-JAPAN LIJN	Quick despatch.
	TSINGTAO & CHEFOO	KWEIYANG	Brit. str 1 m.		BUTTERFIELD & SWIRE	
	CHINKIANG & WUHU	Kowloon	Ger. str k. w.		HAMBURG-AMBRIKA LININ	On 8th inst., at 4 P.M.
Ħ.	SHANGHAI, YOKOHAMA & KOBE-	PRACTUTA				On 10th inst.
eb,	SHANGHAI VIA EWATOW	BRASILIA		W D Polos	HAMBURG-AMERIKA LINIE	To-day,
	SHANGHAI, MOJI, KOBE & YOKOHAMA	Kwongsang		Vote 7 Dans	JARDINE, MATHESON & Co., LD.	To morrow, at Noon,
	SHANGUAT	NUBIA	Brit. str	TATELLIA COM CONTRACTOR AND ASSESSMENT OF THE PARTY OF TH	P. & O. S. N. Co.	About 5th inst.
ro,	SHANGHAI	LINAN,	Brit. str 1 m.	TO BY AREA TO A	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
22	SHANGHAI	Росном	Brit. str 1 m.	F. Northcompe	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
	SHANGHAI	DELTA	Brit. str —	C. L. Daniel, E.N.B.	P. & O. S. N. Co.	
ral	SHANGHAI SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KIUKIANG-	Brit. atr 1 m.	H. A. Wall	BUTTERPIELD & SWIRE	On 11th inst., at 4 P.M.
	SHANGHAI, NAGASAKI, KUBE & IOKUHAMA	GORBEN	Ger. str	B. Wilhelmi		About 12th inst.
	SHANGHAI, YOKOHAMA KOBE & MOJI	KUTSANG	Brit. str	Bradley	JARDINE, MATHESON & Co. LD.	On 14th inst., at 4 P.M.
	SHANGHAL YOKOHAMA, & KOBE	CATHAY	Dan. str	Name and and any appropriate		On 13th inst.
	SHANGHAI. YOKOHAMA & KOBE	SAMBIA	Ger. str k. w.	414 10 100 100 100 000	HAMBURG-AMERIKA LINIE	On 15th inst.
ra-	TAKAO YIA SWATOW, AMOY & ANPING	FUKUSHU MARU	Jap. str	T. Ito.	OSAKA SHOSEN KAISHA	To-morrow, at Daylight
1	TAMSUI VIA SWATOW & AMOY	JOSHIN MARU	Jan. str	H. S. Smith	OSAKA BHOSEN KAISHA	On 9th inst., at 9 A.M.
7	SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str 2 h.	A. E. Hodgins	DOUGLAS LAPRAIR & Co	To-morrow, at 11 A.M.
.1	HOIHOW & WCHIOH	Huichow	Brit. str 1 m.	E. Forsyth	BOTTERFIELD & SWIRE	To-morrow, at Noon.
gu.	MANILA	TAMING	Brita str 1 m.	A. W. Outerbridge	BUITERPIELD & SWIRE	To-day, at 4 P.M.
	MANILA	YUENBANG	Brit. str	T. Meyrick	JABDINE, MATRESON & Co., LD	On 7th inst., at 4 P.M.
1	MANILA	ZAFIRO	Brit. str.	Rodger	SHEWAN TOMES & Co	On Sta inst.
eb.	MANILA	TEAN	Brit. str 1 m.	A. Sommerville	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
	MANILA	LOONGSANG	Brit. str		JARDINE, MATHESON & Co., LD.	On 14th inst., at 4 P.M.
3.1	MANILA	Rubi	Brit, str.	R. Almond		On 15th inst
tt,	CEBU & ILOILO		Brit. str 1 m.		BUTTERFIELD & SWIRE	
	CERT & TLOTTO	SUNGRIANG			Domestant & Course	On 7th inst., at 4 P.M.
35.7	CERU & ILOILO	KAIFONG	Brit. str I m.		BUTTERRIELD & SWIER	On 15th inst., at 4 P.M.
D2,	SANDAKAN	MAUSANG	Brit, str	R. Houghton	JABDINE, MATHESON & Co., LD.	On 8th inst., at 4 P.M.
	KUDAT & SANDAKAN		Ger. str —	F. Sembill		Middle of February.
Do.	BOMBAY VIA SINGAPORE & PENANG	LEVANZO	Ital. str —	Belsito	CARLOWITZ & Co.	On 12th Inst., at Noon.
	SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str —		-DAVID SASSOON & Co., LTD	On 8th inst., at 3 F.M.
	SINGAPORE PENANG & CALCHTTA	NAMBANG	Brit. str —		JARDINE, MATHERON & Co., LD.	On 20th inst., at 3 F.M.
	BATAVIA, CHERIBON, SAMARANG, &c	LUILATIAP	Dut, str.		JAVA-CHINA-JAPAN-LIJN	About lith inst.
80.						6
be.				4		

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-FUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER It days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days Ceean Travel. 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

		Рвогов	ED SAILINGS.	(Subject to Alteration	2).
3	 R.M.S.		Tons	LEAVE HONGKONG	ARRIVE VANCOUVE
5		OF JAPAN"			Febr 2nd March
		OF CHINA"			March 30th March
ď	MONTEAG	OF INDIA"			April 27th April April 16th May
		OF JAPAN"			May 25th May
		OF CHINA!			June 22nd June

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 NOON. FIGHE Quickest route to CANADA, UNITED STATES and EUROPE, calling SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBF, NOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mai) Fapress, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships,

1 d 194 days from HONGRONG. Hongkong to London, lat Class via St. Lawrence River Lines or New York £71.10 Intermediate on Steamers and let Clare Railways ...

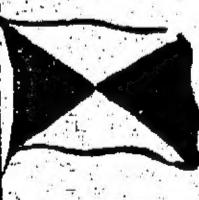
14.5(4) tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent. K.M.S. "MONTEAGLE," carry Intermediate parsengers only, at Intermediate rates,

affording superior accemmedation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chins and Japan Governments. For further information, Maps, Router, Handbooks, Bates of Freight and Passage, apply to

D. W. CRADDOCK. General Traffic Agent for Chine, Corner Pedder Street and Prays opposite Blake Pier.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

STEAMSHIP COMANY, LIMITED.

S TEAMBRIP	Tons.	CAPTAIN	POB	BAILING DATE.
ZAFIRO	1 1 1	Rodger	Manila Manila	On 8th February.

For Freight or Passage apply to

Hongkong, 4th February, 19(8,

SHEWAN, TOMES & CO., GENERAL MANAGERS.



HONGKONG-NEW AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST). ... About 16th Merch. S.S. "SAINT PATRICK'

For freight and further information apply to SHEWAN TOMES & CO.,

GENERAL AGENTS. Hongkong, 28th January, 1968,

COPENHAGEN, SINGAPORE, BANGKOK & BHANGHAI, EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. STEAMERS. DATE OF SAILING. EXSTINATION SHANGHAY YOKOHAMA & KOBE On 13th February. 'CATHAY" MARSEILLES.

HAVRE "PETRONIA" On 21st February. COPENHAGEN & ST. PETERSBURG For Further Particulars, apply to MELCHERS & UO.

Hongkong, 4th February, 1908. A GHNTS.

NOR! HERN PACIFIC LINE.

I OSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH

PACIFIC RAILWAY COMPANY

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
† KUMERIC	6,232 -9,606 9,606 6,232	E. V. Roberts	On 8th February, 1908. On 21st February, 1908. On 17th March, 1909. On 9th April, 1908.
		Cargo only.	

CHEAP FARES. EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINF, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are litted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at s a Electric f in in each room, Barber's shop and steam laundry. Cargo corrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS. Hongkong, 18th January, 1908. OURNN'S BUILDINGS.

PROJECTED BAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). SHANGHAI via SWATOW "KWONGSANG" Thursday, 6th Febr., Noon. * MANILA "YUENSANG" Friday, 7th Febr., 4 P.M.

1 SANDAKAN "MAUSANG" Saturday, 8th Febr., 4 P.M. +SH'HAI, YOKOBAMA, KOBE & MOJI . "KUTSANG "..... Friday, 14th Febr., 4 P.M. "LOONGSANG" Friday, 14th Feb., 4 P.M. * SINGAPORE, PENANG & CALCUTTA" NAMSANG." ... Thursday, 20th Febr., 3 P.M. FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passenges will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax. These Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Yangtese Ports, Chefoe, and Tientsin

via Chingwanian. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 5th February, 1998.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS PLYMOUTH AND LONDON THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL. AMERICAN AND SOUTH AFRICAN PORTS.

HE Steamship

"PENINSULAR." Captain R. Peters, carrying His Majesty's Maile, will be despatched from for Bombay &c. on SATURDAY. the 8th February. NOON, taking passengers and cargo for the above ports in connection with the Company's s.s: "MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail ateamer proceeding to Marseilles and London. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

E. A. HEWETT Superintendent. Hongkong, 29th January, 1908.

For further particulars, apply to

NAVIGAZIONE GENERALE ITALIANA: (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGA-PORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA also VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCHLORA, VALENZA, ALICANTE, ALMERIA AD MATAGA.

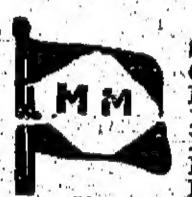
THE Steamship

"LEVANZO," Captain Belsito, will be despatched as above on WEDNESDAY, the 12th Febr., at Noon, For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Hongkong, 31st January, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.



SINGAPORE, BAGAVIA. COLOMBO, CALGOTTA BOMBAY, DJIBOUTI EGYPT. MARSCILLES. LONDUA BORDEAUX MEDITER BANEA AND BLACK SEA PORT

STEAM FOR SANJON

THE Steamship

"OCEANIEN." Captain Maguen, will be despatched, for MARSEILLES, on TUESDAY, the 18th February, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe. Next sailings will be as follows :---

S.S. "ERNEST SIMONS" ... 3rd March. S.S. "TONKIN" J. MILLET

Hongkong, 5th February, 1908



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND 'I RIESTE (DIRECT). Calling at SINGAPORE. PENANG. COLOMBO, BOMBAY, KARACHI ADEN. SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS. to PERSIAN GULF, RED SEA, BLACK

SEA, LEVANT, VENICE and ADBIATIO

THE Company's Steamship

"AUSTRIA, Capt. Gillhuber, will be despatched as above on or about MONDAY, the 24th February, This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight

SANDER, WIELER & Co., Princer Buildings. Hongkong, 29th January, 1968.

"INDRA" LINE LIMITED, FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI" Captain MacFarlane, will be despatched as above on or about TUESDAY, the 25th February.

For Freight, apply to JARDINE, MATHESON & Co. Hongkong, 28th January, 1908.

FOR EUROPE & AMERICA. INDIA, AUSTRALIA, &C.,

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SHANGHAI, M	OJI, KOBE N	Capt. F. J. For	A framework		Freight and Passage.
BHANGHAI		LTAapt. C. L. Dani		ut 7th }	Freight and Passage.
LONDON VIA U	SUAL PORTS) F	ENINSULAR	N (oon, Siha	See Special Idvertisement.
MARSEILLES, ANTWERP	LONDON, and	PALAWAN Capt. C. R. Lo	ngden, B.N.B.	out 12th Febr.	Freight and Passage.
9	ther Particulars,	and the same of th		ung	

B. A. HEWETT, Superintenden!

Hongkong, 1st February, 19(8

NAVIGATION CO., - LIMITED.

FOR	STHAMBRE	TO SAIL
MANITA	* "TAMING"	On 5th Flahr 4 na
EOIHOW and HAIPHONG	"HIIICHOW"	On 8th Fohn Noow
SHANGHAI	"LINAN"	On 6th Febr., 4 P.M.
CEBU And ILUILO	" "SUNGKIANG"	On 7th Febr., A P.M.
SHANGHAI TSINGTAU and CHEFOO	"YOCHOW"	On 8th Febr. (4 P.M.)
TSINGTAU and CHEFOO	"KWEIYANG"	On 8th Febr., 4 P.M
MANILA ZAMBOANGA, PORT		
COOKTOWN. CAIRNS		
TOWNSVILLE, BRISBANE		
SYDNEY HOBART, LAUNCE	• I "CHANGSHA"	On loth Febr., 4 P.M.
SOUTH AND STATE OF THE A. T. A. SATISTA	<u> </u>	
MELBOURNE ADELAIDE		
MELBOURNE ADELAIDE, and PERTH— SHANGHAI MANILA CEBU and ILOILO The attention of Passengers is direct		
SHANGHAI	+ "KIUKIANG"	On lith Febr. 4 P.M.
MANILA	"TEAN"	On 11th Febr., 4 P.M.
CEBU And ILOILO	"KAIFONG"	On 15th Febr., 4 P.M.
steamers, which are fitted throughout with Surgeon is carried.	Dieseric Light Unrivi	uled Table. A duly qualifie
† Taking Cargo on through bills of lad	Inn to all Vanders and	Northern Older David
I Taking Cargo and Passengers at the	ino set a set a set a set a	Von Vooland Donk and attack
* warmed ambiguarie mininging an m	THE WASHINGTON OF STREET	NAM MOSTORES FOR DOUGHOUS

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MANILA, NEWGUINEA, BRIS. BANE, SYDNEY & MELBOURNE	"BORNEO"	12th February. Middle of Feb. Thursday, 27th Febr., at 5 P.M.
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Bongkong, 4th February, 1908.

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45	Extreme Length	523 feet
	Length on Blocks	513
٠.	Width of Entrance on Top	CO
7.	Width of Entrance on Bottom	77
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Japan Office :-14. WATER STREET YOKOHAMA.

Amigo, German str., 822, N. J. Baltzer, 18th January-Hollow 16th January, General

- Jebsen & Co. AUCHENBLAE, British str., 2,597, Mair, 30th January-Port Kembla 3rd January, Coal -M. M. & Co. CHINA, American str., 3,186, D. E. Friele,

1st February-San Francisco 31st Dec., General-P. & O. S. S. Co. CHIPSHING, British str., 1,199, F. Mooney, 29th January-Swatow 28th January, General

-Jardine, Matheson & Co. EASTERN, British str., 2,272, W. G. McArthur, 1st February-Melbourne via Ports 27th Dec., General-Gibb, Livingston & Co. EMPRESS OF JAPAN, British str., 3,039, H. Pybus, E.N.R., 13th January-Vancouver, B.C. 24th Dec. via Japan Ports and Shanghai-11th Jan., Mails and General-Canadian Pacific Railway Co.

FUNUSHU MARU, Japanese str., 1,090, T. Ito, Barawak 1st February-Swatow 31st Jan., General -Osaka Shosen Kaisha. HAICHING, British str., 1,267, A. E. Hodgins,

lat February Swatow Sist Jan .. General Donglas, Lapraik & Co. HANOI, French atr., 742, Zerk, 31st January -Haiphong Jan. 27th, and Hoihow 29th, General and Pige-A. R. Marty.

HILABY, German str., 1,850, H. Uecker, 22nd Jan.-Macassar 13th Jan., (Jeneral-Java China Japan Lija HUICHOW, British str., 1,311, E. Forsyth, 11th January—Haiphong 9th Jan., General— Butterfield & Swire.

JAPAN, British str., 3,803, J. G. Olifent, 1st February-Nagasaki 28th Jan., Coal and General David Sassoon & Co., L.d. KWANGTAH, Chinese str. 1,536, Wm. H. Lunt, 31st January-Shangbai 28th Jan., General

KWEIYANG, British str., 1,044, M. Dowson, 29th January- Holhow 28th Jan., General-Butterfield & Swire.

EWONGS ANG, British str., 1,428, W. Palmer-Baker, 1st Feb. -Shanghai via Swatow24th Jan., General-Jardine, Matheson & Co. Linan, British str., 1,852, Williams, 29th Jan. -Saigon 24th Jan., Rice-Butterield &

MACHEW, German str., 996, Z liner, Sist Jan -Bangkok 23rd Jan., Rice.-Butterfield

MAUSANG, British str., 1,644, R. Houghton, 29th January-Sandikan 23rd January, Timber and General-Jardine, Matheson

Mseroo, Chinese str., 1,339, J. McArthur 28th Jan.—Shanghai 24th January, General— NOED, Norwegian str., 730, G. Haraldsen, 14th

January-Bang cok, and Auping 7th Jan., -Salt and Rios - Aageard Thoroson & Co. Persia, Britis's str., 2,744, A. Dixon, i Ith Jan. -San Francisco 7th Dec. & Portland, Or. 15th Dec., Flour-O. & O. S. S. Co. PHEANANG, German str., 1,021, F.-Bucking, 31st January-Bangkok 20th Jan., R.co-

Butterfield & Swire. PRONTO, Norwegian atr., 838, T. Seeberg, 25th January-Saigon 19th Jan., Rice & Flour -Wallem & Co.

Singan, British str., 1.046, F. Jamieson, 20th January—Haiphong and Holbow 19th Jan. Rice and Line Stock-Butterfield & Swire. STANDARD, Norwegian str., 894, H. N. Bull, 18th January—Cebu and Philipine Island Sth Jan Ballast-Wallem & Co.

SUISANG, British str., 1.769, W. D. Welsh, 19th Jan. - Hongay 17th January, Coal Jardina, Matheson & Co. TAIBHAN, British str., 1,411, Laing, 23rd Jan. -Saigon 18th January, General-Bradley

TAMING, British str., 1,346, A. Sommerville, 31st January Manila 28th Jan., General -Butterfield & Swire. TINGSANG, British str., 1,400, E. M. Reynolds,

27th January - Wakamatsu 22nd Jan., Coal -Jardine, Matheson & Co. TEIUMPH, German str., 769, Bendiren, 30th January-Haiphong and Hoihow 29th Jan. General-Jebsen & Co.

TSINTAU, German str., 996, O. Koch, 26th Jan. Bangkok Jan. 15th, and Hollow 25th, Rice and Meal-Butterfield & Swire. VORWARRES, German str., 643, B. Ohlson, 29th January-Swatow 28th Jan., General-Jebsen & Co. YUMMBANG, British str., 1,128, P. H. Rolfe,

3rd February-Manila 30th Jan., General-Jardine, Matheson & Co. SATLING VESSELS, ECLIPSE. British 4-masted bark, 2,968, L. D. Vance, 24th August-New York let May,

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1896. Supplementary Commercial, 1803

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Japan, 1876; Japan Supplementary, 1876; Japan, 1905, United States, 1882; Great Britain, 1895. TREATIES WITH SIAM.

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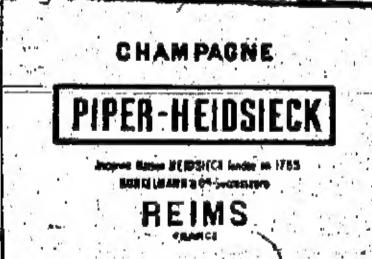
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The Munchuria, with the American mail, is due to arrive at this port to-day, at 1 p.m. The Delta with the English mail of the 10th Januars, left Singapore on Saturday the 1st inst. at 9 a.m. and may be expected here to morrow, at 9 a.m. This packet brings replies to letters desputched from Hongkong on the 10th December and the parcel mails closed in London for despatch by the all sea route on the 1st January and for despatch overland on the 8th

FOR	PER	DATH
Saigon	Sexta	Wednesday Kth 0000
Maoso	Sui Tai	Wednesday, 5th, 9.00 A. W.
Minila		Wednesday, 5th, 1.15 P.M.
	Taming	Wednesday, 5th, 3.00 P.m.
Shanghai, Meji, Kobe and Yokohama	Nubia	Wednesday, 5th, 3.00 P.M.
Swatow, Amov, Anping and Takao	Fukushu Maru	Wednesday, 5th, 5.00 P.M.
Halphong	Hanoi	Thursday, 6th, 9.00 A.M.
Swatow, Amoy and Boochow	Haiching	Thursday, 6th 10 00 A.M.
Bwatow and Shanghai	Huichow	Thursday, 6th, 11.00 A.M.
Swatow and Shaughat	hwongsang	Thursday, 6th 11.00 A.M.
Macao	Sui Tai	Thursday, 6th, 1.15 P.M.
Shanghai	Lanan	Thursday, 6th, 3.00 r.m.
- 10 Minu	Sui Tai	Friday, 1.15 P.m.
Cabu and Liono	"Bungkiang	Friday, 7th, 3.00 P. v.
Manits	Yuensang	Friday, 7th, 3.00 P.M.
Robe and Yokobama	Awa Maru	Friday, 7th, 5.00 P. v.
Moji, Kobe, Yokobama, Victoria, B.C. and	Kumerie	Saturday, 8th, 1 .00 A.M.
Sestile Wash.	ALWINONSE MARKETER	Saturday, Out, 1 .00 A.M.
MARIIS.	Zafiro	Saturday, 8th, 10.00 A.M.
EUROPE &c., India via Tuticorin		Saturday, 8th.
(Late Letters 11,00 A.M. to Noon Extra		Printed Matter and Sam-
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The Parcel mail will be closed on Fri-		No late fee,
day, the 7th inst., at 5 p.m.		Tratters 11.00 A.M.
Macao	Sui Tai	Saturday, 8th, 1.15 P.M.
Singapore, Popung and Calcutta	Japan	Saturday, 8th, 2,00 P.M.
Tsingtau and Chefco	Kweiyang	Baturday, 8th, 3.00 P.M.
Shanghai	Yochow,	Saturday, Sth. 8.00 P.M.
Singapore, Colombo and Bombay	Wakamiya Maru	Saturday, 8th, 3.00 P.M.
0		
SHANGEAI, NAGASARI, KOBE, YOKOHAMA, T	Mausang	Saturday, Sth. 3:00 P.M
Honolulu and San Francisco		The second secon
	Median.	Saturday Oil FOO
(Supplementary mail on board up to the	China	Saturday, Sth. 5.00 P.M.
time fixed for departure of the mail.		
Extra Postque III contain		
Bhanghai, Nagasaki, Kobe and Yokohama, &c. ?	Chian	Sunday, 9th, 9.00 A.M.
(Supplementary)		
Manila, Zamboanga, Port Darwin, Thursday	300	
Island, a coktown, Cairns, Townsville,	Chau and a	Manday 2000
Bristane, Sydney. Hobart, Launceston,	Changeha	Monday, 10th, 3.00-P.M.
New Zealand, Melbourne, Adelaide, Perth		
and Fremantle		7741 000
. Manila	Tean	Tuesday, 11th, 3.00 P.M.
Shanghai.	Kiukiang	Tuesday, 11th, 3.00 P.M.
		Wednesday, 12th,
		Printed Matter and San-
EUROPP &C., INDIA VIA TUTICORIN		ples 10.)) A
Late Letters 11.00 to 11.30 A.M. Extra		Registration 10.) A.
Postage Trents)		(Registration, with
(Letters posted in all the Pillar Boxes	Prins Heinrich .	fee of 10 seuts, up to
in time for the first clearnance will be	11 11 11	J.45 i.m.)
included in this contract mail;)		Registration, Kowlo
indicated in this contract man,		B.O 10.60 A.M.
		No late fee.
	-	Letters 11.00 A.M.
Singapore, Penang and Bembay	Levanzo	Wednesday, 12th, 400 P.M.
		Thursday, 13th,
		Printed Matter and Sam-
The state of the s		ples 2.00 P.M.
BRANGBAL, NAGABARL, KOBE, YOKOHAMA,		Registration 2.30 P.P.
VICTORIA and VANCOUVER (B.C.)	4. 00 . 12. 1	(Registration, with lake
(Supplementary mail on board up to the	Empres of Jonan	fee of 10 cents, up to
time fixed for departure of the mail	The state of the s	2.45 P.M.)
Extra Postage 10 cents)	or 100 a 100 a	Registration, Kowloon
		B.O 2.00 P.M.
		No late fee.
Mark the second of the second		
Manila	Loonagana	
Shanghai, Yokoban a, Kobe and Moji	Loongeang Kutsung	Friday, 14th, 8.00 P.M.
Manila.		Friday, 14th, 3.00 P.M.
r grand to entre de la constantidad de la constant	mammak seringgan separah seri	Saturday, 15th, 10.00 A.M.
	1	

FUR THE RACES.



FOLE AGENTS FOR CHINA :

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS

Mongkong, 2 ta January, 1908.



FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork USE ONLY

KENNON'S TEREDO-PROOF

WOOD ARMOR PAINT a reerless Wood Frizeivative and insoluble Paint, gives in Sea-Water Assorum PRCINCTION against the "Teredo" and all other Marine-Pore-Worms; will make Expected Word proof against the ATTACKS of the WHITE ANT, etc. It can be applied

by ordinary unskilled labour. For prices and further information apply to

> GEBRUEDER ROESE, (Roese Brothers), Swatow. General Agents for the East.

Grand Boxing Contest, City Hall, 9 p.m.	HONGKONG TIDE TABLE. From February 5th to 11th, 1908.			
HONGKONG METEC ROLOGICAL REGISTER.	HIGH WATER. LOW WATER,			
Hongkong Observatory, January 4th	Houghong Height Hongkong Height.			
Previous Day On Date at On Date at p.m. 10 a.m. at 4 p.m.	Wed. 6 h. m. ft. in. h. m. ft. in. 0 19 a 4 8 m 5 49 0 5			
Barometer 29.95 30.12 20.07 Temperature 60 57 58 Humidity 76 91 76 Wind Direction ENE NNE NNE Recree 5 1 1 Weather 0 0 0	Thurs 6 0 68 a 4 0 m 6 23 1 0 7 Fri. 7 m 0 32 6 6 m 7 0, 1 6 8 2 7 8 4 8 2 9 8 4 8 2 8 4 5 8 m 7 38 2 8 8 2 8 5 8 m 7 38 2 8 8 2 8 5 8 m 5 17 2 8 8 8 2 8 5 8 8 2 8 5 8 1			

BANKS THE TOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000 BRANCHES AND AGENCIES. Tokyo Kobe Nagasaki London Lyons San Francisco Honolulu New York Hankow Shanghai Bombay Peking Tientsin Chefco Port Arthur Newchwang Makden Lioyang Antung Chang Chun Tieling HEAD OFFICE-YOROHAMA.

HONGRONG-INTEREST ALLOWED. On Current Account at the fate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 57 per annum TAKEO TAKAMICHI,

Rongkong, 25th September 1907. TEDERLANDSCHE HANDEL MAATSCHAPPIJ. " (NETHERLANDS-TRADING SOCIETY).

ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (23,750,000) RESERVE FUND ... FL. 5,378,375 ,2448,000)

HEAD-OFFICE : AMSTERDAM.

HEAD-AGENCY BATAVIA. Branches :- Singapore, Penang, Shanghal, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascercean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen) Bandjermasin, Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanol, Amoy,

York, San Francisco, &c., &c. LONDON BANKERS: -THE UNION OF EONDON AND SMITHS BANK,

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances. On Fixed Deposits 12 months 41% per annum. 6 do. 3 do. 31%

J. L. VAN HOUTEN Agent, Hongkong, 18th November, 1907. 25 EUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP. Sh. Tools 7,500,000

HEAD OFFICE-SHAH-MAI. BOARD OF DIRECTORS, BELLIS.

BRANCHES: Berlin, Hamburg, Calcutte, Hankow Tientain, Peking, Tsinaniu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Per Cent. per annum. STAATSSANE) Berlio. DIRECTION DER DISCONTO GESELLSCHAFT

DEUTSCHE BANK S. BLEIGHROEDER BERLINER HANDELS. Berlin. GESEILSCHAFT BANK LUER HANDEL UND INDUSTRIB ROBBET WARSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & Frankfurt a/M. SORRNE

JACOB S. H. STEEN NORDDBUTSCHE BANKIN HANBURG, Hamburg SAL OPPENHEIM, JE., & Co., Koeln. BAXBRISCHE HYPOTHEREN UND WECHER! BANK, MUHNCHEN.

LONDON BANKERS: Mesers, N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DES DISCONTO GESELLSCHPAT. INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of

Banking and Exchange business transacted. A. KOEHN, Manager.

Hongkong, 4th December, 1907.

FINE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPOBATED BY ROYAL CHARTER, 1853.

HEAD OFFICE-LONDON. PAID-UF CAPITAL £1,200,000 RESERVE FUND £1,475,000

RESERVE LIABILITIES OF PROPRIE-TORS £1,200,000 INTEREST allowed on Current Account

at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent

JOHN ARMSTRONG. Hongkong, 7th January, 1908.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000 SUBSCRIBED ... 1,125,000 PAID-UP ... 562,600 RESERVE FUND ... 170,000 BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Assounts

at the rate of 2 per cent, per annum on the Keelung Daily balance. ON FIXED EEPOSITS: For 12 months ... 4 per cent, 31 per cent 21 per cent.

Manager,

THTERNATIONAL DANKI ORPORATION.

Fiscal Agents of the United States in Cl the Philippine Iglands, and the Republic of Panama. CAPITAL PAID UP ... Gold \$3,250,0 = about Mex. \$7,222,23 RESERVE FUND = about Mex. \$7,222,2 HEAD OFFICE: 60 Wall Street, New You LONDON OFFICE: Threadneedle House, Branches and Agents all over the World LONDON BANKERS:

BANKS

NATIONAL PROVINCIAL BANK OF ENGLA - LIMITED. THE CAPITAL & COUNTIES BANK, LIMIT BEANCHES and AGENTS all over the We

BANK OF ENGLAND.

The Corporation transacts every descrip of Banking and Exchange business, rece money : Current Account at the Rate 2% per annum on Daily balances and according Fixed Deposits at the following rates:-For 12 months 41 per cent. per annu For 6

No. 9, Queen's Road, Central, Hongker W. M. ANDERSO Manager. Hongkong 24th January, 1998.

HONGKONG AND SHANGH BANKING CORPORATION. BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000 RESERVE FUNDS: STEELING £1,000,000 at 2/==\$10,000,000 SILVER ... 11,750,000

For 3

RESERVE LIABILITY OF PROP'TORS 10,000 COURT OF DIRECTORS.

G. H. MEDHUBST, Esq.—Chairman. Yokohama, Kobe, Melbourne, Sydney, New Hon Mr. HENRY KESWICK, - Deputy Chairm G. Friesland, Esq. E. Shellim, Esq A. Fuchs Esq. R. Shewan, Esq H. A. W. Slade, E E. Goetz, Esq. C. R. Lenzmann, Esq. | H. E. Tomkins, E A. J. Raymond, Esq

> CHIBF MANAGER Hongkong-J. B. M. SMITH MANAGER: Shanghai-H. E. R. HUNTER LONDON BANKERS-LONDON AND COU.

BANKING COMPANY, LIMITED. Hongwong-Interest Allowed. On Current Account at the rate of Two cent. per Annum on the daily balance. ON FIXED DEPOSITS.

For 3 months, 21 per cent, per Annun For 6 months, 31 per cent. per Annun For 12 months, 4 per cent. per Annan J. R. M. SMITH. Chief Manage

Houghong, 17th January, 1908. HONGKONG SAVINGS BANK,

FITHE Business of the above Bank conducted by the HONGKONG A SHANGHAI BANKING CORPOR FION. Rules may be obtained on application INTEREST on deposits is allowed at 3; Bankers:—

Depositors may transfer at their option

KONNIGLICHE SEEHANDLUNG (PREUSSISON) balances \$100 or more to the Honggong and

SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the Hongkong and Shangha BANKING CORPORATION, R. M. SMITH Chief Manager. Hongkoug, 12th January 1907.

NIEDERLANDSCH-INDISCHE HANDELSBANK (NEPHERIANDS-INDIA-COMMERCIAL BANK-

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000)

Subscribed Capital Fl. 10,000,000. (Paid up) Reserve Fund FL 2,112,570.36 (£176,048) HEAD OFFICE: AMSTERDAM.

THE HAGUE. SUB-OFFICE: HEAD AGENCY: BATAVIA. BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and

Weltevreden. CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macessar, Pontianak, Padang Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi Dieddali, Bangkok, Saigon, Shanghai

BANKERS: London : THE WILLIAMS DEACONS BANK, SWISS BANKVERNIN. Paris: COMPTOIR NATIONAL D'ESCOMPTE DE

PARIS. Berlin: DEUTSCHE BANK. Brussels; BANQUE DE PARIS ET DES PAYS

Vienna: Union Bank. Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business. INTEREST ALLOWED. On Current-Account at the Rate of 2% per

annum on the Daily Balances. On Fixed Despoist: 12 months 4% per annum. 3 do 3% do. J. BOETJE Manager,

No. 16, Des V ux Road Central THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPABIAL

CHARTER CAPITAL SUBSURIEND Yen 5,000,000

HEAD OFFICE: TAIPER, FORMOSA. BRANCHES AND AGENCIES:

Kobe Tainan Amov Nagasaki Foochow Osaka HONGKONG OFFICE: 3, DES VOUX ROAD.

Deposit. received on terms which may be EVAN ORMISTON, on application. D. TOHDOW, Manager Hongkong, 5th April, 1907.

Inter it allowed on Current Account

JOINT STOCK SHARE

19.14	JOINT ST	OOK	SHARE.
NG		Hongkong	, Fobruary 4th.
	COMPANY.	PAID UP.	QUOTATIONS.
bins,	Alliambra	Pa. 200	Nominal.
1	Banks-		
200, 222		(\$125	\$715, sales
)()()	Hungkong & S'hai.	\$125	\$740) sales Ln. £79.
222 ·	National B. of China	30	Lin. 278.
E.C.	Bell's Asbestos E. A		\$51.
d	China-Borneo Co	\$12	\$74, buyers \$104.
	China Light & P. Co	5 \$10 }	\$6, sellors
THD	China Provident	\$1 \$1 \$ \$10	\$81.
TED.	Cotton Mills-		
orld.	Hongkong	Tis. 50	Tis. 50: \$10, sellers
	International Laou Kung Mow	Tis. 75	Tla. 55. Tls. 72.
eives	Soychee	Tla, 500	Tla. 270.
e- of copts	Dairy Farm	\$6	\$161.
opu	Docks and Wharves-		\$55, old
um,	H. & W. Dock	1	\$53, new
	New Amoy Dook	\$50 \$64	197, buyers \$10, sellers
g.	Shanghai Dock 5'hai & H. Wharf	Tls, 100	Tls. 78. Tls. 212.
Ň,	Fenwick & Co., Geo	77	\$14.
248	Green Island Coment.		\$11; buyera
IAI	Hongkong & C. Gas Hongkong Electric		\$175, buyers
	Hongkong Hotel Co	\$10 \$50	\$144. \$104, buyers
0,060	Hongkong Ice Co H.K. Milling Co , Ld.	\$25 \$100	\$240, sellers \$150, sales & buy
	Hongkong Hope Co	/510	F144.
	Canton	\$50	\$2491 maltan
	China Fire	\$20	\$2421, selier: \$98, buyers
0,000	- Hongkong Fire	SSO	\$91, buyers 5385,
0,000	North China Union	#5 \$100	l'la. 87, sellers 1830, buyers
	Yangtaze		\$147 ₄ . \$135.
man :	Land and Building		\$130 ,
	Hongkong Landing.	\$100	\$101.
Esq.	Humphrey's Estate Kowloon Land & B	\$10 \$30	\$10, buyers, x.d. \$35, sellers
Esq.	Shaughai Land WestPoint Buildin,	Tla. 50	Tle, 107. 148, x.d.
	Mining -		430, 2.0.
10.1	Charbonnages	Fes. 250	\$500, buyers
		£ \$10	\$8, sellers \$13
	Peak Tramways Philippine Co	\$1 \$10	\$2. £6. buyers
INT	Refineries-	4 . J	to, buyers
3	China Sugar Luson Sugar	\$100, \$100	\$109, sellers
*	Steemship Companies	7.	\$14, buyers
ber	China and Manila Douglas Steamship.	\$25	
	H., Canton & M	\$15	\$40. \$29, buyers
m.	Indo-China S.N. Co.	£5	\$384.
n.	Shell Transport Co.	.	₹26 <u>1</u> .
er.	Star Ferry	\$10	\$24.
50	South China M. Post.	\$5 \$25	\$124. \$20.
, d	Steam Laundry Co	\$5	\$6, sellers
i	Campbell, M. & Co.	\$10	\$17, buyers
ND BA	Powell & Co., Wm., Watkins	110	\$5, buyers \$21, buyers
tion	Watson & Co., A. S.	\$10	\$104.

COMMERCIAL.

\$4 \$10, buyers

\$10 \$150, buyers

\$10 | \$104; sellers

vernon & smyth

United Asbestos

Union Waterboat Co.

Do. Founters

EXCHANGE CLOSING QUOTATIONS.

4,	Feb	ruary 4
On	LONDON.—	
$\frac{1}{2}$	Telegraphic Transfer	110
	The state of the s	A 10 C 10
	Bank Bills, at 30 days' sight	10
4.	Bank Bills, at 4 months sight	1711
30	Credits, at 4 months eight	1
	Decumentary Bills 4 months and	BPFT\11
OM	Равіа.	adm)
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Bank Bills, on demand	237
	Credite, at 4 months sight	243
ÓM	GERMANY.	193
A	on demand	Koog
UN	New York.— Bank Bills, on demand	AKZ
1, 7	Credits, at 60 days sight	171
-04	Bombay.	in the William
O.A.	Telegraphic Transfer	142
+	Bank, on demand	7. 1424
On	CALCUTTA.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
1.1	Telegraphic Transfer	142
1 100	Bank, on demand	1424
On	SHANGHAL-	
	Bank, at sight	744
	Private, 30 days' sight	
On	YOKOHAMA.—On demand	924
ON	MANILA.—On demand—Pesos	 93
On	SINGAPOREOn demand	. 22 p.
ON.	BATAVIA.—On demand	1/31
ON	HAIPHONG.—On demand	41 p.c
ON	SAIGON,—On demand	· to P.C
OR	SAIGON.—On demand BANGKOK.—On demand BEBIGNS, Bank's Buying Rate.	793
SOV.	Beelgns, Hank's Buying Hate,	\$10.4
G G O	LD LEAF, IUU line, per tasi,	. 304.9
PAR	SILVER, per oz	

OPIUM. February 4th Quotations are: \$949 per picul. Malwa New ... Malwa Old ... Malwa Older ... \$1020 Malwa V. Old ... \$1050 Persian fine quality ... \$800

Patna Old ... Ben res New Benares Old ... STEAMERS PASSED THE CANAL. Jan. lat-Teenkai, Bluecross, Hohenfels. 4th Dramgeith, Vorwaerts. 8th-Agamemnon, Indrasamha, Senegambia, 11th - Atholl, Awa Maru, 15th Benlawers, Longbor, Cathay. 22nd-Manila, Monmouthshire, Satsuma, Patroclus, Antilochus. 25th-Benmohr, Palma, Kanagawa Maru, Sambia, Pakling, Pathan, Tonkin, Segovia, Tamba Moru. 29th—Hohenstaufen, Benavon, Myrmidon, Nyanza, Silvia. Feb. 1st Ajax, Armand Behic, Machaon, Lowther Castle,

Persian extra fine

Patna New ...

Sikh, Andree Rickmers. ARRIVAL AT HOME. Jan. Slat -- Yorck, Lacrtes, Sachsen,

VESSELS EXPECTED

THE AMBRICAN MAIL. The P.M. str. Manchuria from Shanghai is due to arrive here to-day at 1, p.m. The T.K.K. str. Nippon Maru sailed from Yokohama on the 3rd inst., and is due to arrive here on the 12th inst. wood grow

THE ENGLISH MAIL: The P. & O. str. Delta left Singapore for this port on the 1st inst. at 9 a.m., with the outward English Mails, and is due here to-morrow at about 9 a.m.

THE GURMAN MAIL. The I.G.M. str. Prinz Heinrich left Kobe via Nagasaki and Shanghai on Sunday, the 2nd inst. p.m., and may be expected here on or about Monday, the 10th inst. p.m.

The I.G.M. str. Gobben carrying the German Mails with dates from Berlin of the 14th ult. left Colombo on Saturday, the let inst. a.m., and may be expected here on or about Tuesday, the 11th inst. p.m.

THE INDIAN MAIL. The Indo-China str. Kutsany left, Calcutta for this port via the Straits on 26th ult., and may be expected here on or about little inst.

THE CANADIAN MAIL, The C.P.R. str. Empress, of China left Vancouver a.m. on Saturday, the 25th ult. for Hongkeng via the usual ports of call. MERCHANT STRAMERS.

The C. N. Co.'s str, Changeha left Sydney on 11th ult. at noon, and is due here to-day. The French str. Phuyen left Saigon, on latinst, for this port, and is due to arrive here to-

The N.G.I. str. Levanzo left Singapore for this port on the 30th ult., and may be expected here to morrow.

The str. Glamorganshire left. Singapore on Saturday, the latinst. at 6 a.m., and is due here on or about Saturday, the 8th inst. at daylight, The C. N. Co.'s str. Tsinan left Sydney on

21st ult., and is due here on 14th inst. . The N.Y.K. str. Riojan Maru (Bombsy Line) left Bombay for this port via Colombo and Singapore on the 29th ult., and is expected hera on the 18th inst.

PASSENGERS

ARRIVED.

Per Yochow, from Shanghai, Mr John P. Per Tjibodas, from Amoy, Mr and Mrs Tayyons, and Mr Hijeonett. Per Japan, from Nagasaki, Mrs E. S. Levy and 2 children, Mrs Geise, Miss and Master Lavy, Miss Joshuas, and Mr E. S. Tarlton.

Per Zafiro, from Manila, Mr and Mrs Surr. Mr and Mrs Collmshar, Mr and Mrs Baldwir Capt, Scott, Messrs, De Rubro, Bernard, Bench, Cassidy, Alexander, O'Niell, Kelchell, and Mc-Cullogh.

Per Sado Marii, from Yokohama, &c., Mrs Baggaridge and child, Mesers. A. E. Gutierra. Y. Uchiyama, G. Yanagisawa, S. Matsuoka, and

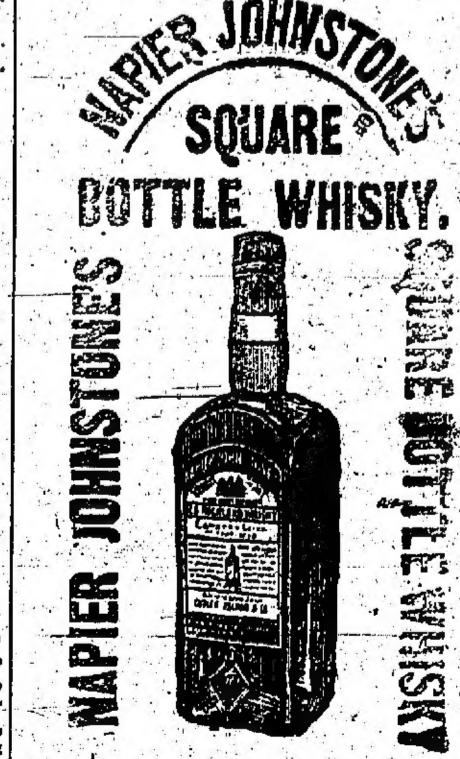
Per Prins Sigismund, for Hongkong, From Sydney, Mr and Mrs Roper, Mr, Mrs and Miss Cole, Mr. Mrs and Miss Crew, Misses Chrystal. and Elliot, Count Hookberg, Mesers, Henley, W. Hammel, & W. Schreiterer; from Brisbane, Mr J. O'Brien; for Yokohams, from Sydney, Dr. and Mrs J. Molyneux; from Brisbane, Mr

Maroske. Per Nubia, for Hongkong, from Lendon, Mr and Mrs J. Taylor and child, Master and Mrs G. W. Watson and 3 children, Mrs A. Robinson, Mrs Brown and infant, Sergt, Paine, Capt. Watson, and Mr H. Thomson; from Singapore, Mr C. Syostrom; for Shanghai, from London, Mr and Mrs Riches, Mrs and Miss Davidson, Mrs Noble and 3 children, Mrs. R. Brown, Messrs. Jas. Sinclair, F. Langford. M. L. Baillie, N. Champney, A. J. Sether, J. W. Johnstone, R. A. Davidson, A. V. Stewart. H. Frager; Jas. Straitun, H. J. S.

Jones, P. Murray, J. F. Franklin, & W. Smith: for Kobe, from London, Mr J. A. Rose; for Yokohama, from Marseilles, Mr H. W. Booth; from Colombo, Mr and Mrs J. P. Evans, and Miss J. C. Robertson, Per Ernest Simons, for Hongkong, from Marseilles, Mr. and Mrs Brunswig, Messrs. S. Carlisle, and Brunswig; from Sues, Jubik;

from Singapore; Mr and Mrs Carpentier, Mr and Mrs Asbridge, and Mr Tiesenbolen; from Saigon, Messrs. Agamamoko, Harrada, Otami, C. Farry and boy, R. O. Monnier, Stephen, Chride, Leon, Orindo Niel, Cersi, and Giglio Esymondo, for Shanghai, from Marseilles, Mr and Mrs Heroy, Miss Louin Culty, Messrs. Chapeaue, Laverriere, H. J. Silcook, and C. Fisher; from Singapore, Mrs Casanova, Messre. Sundriue, Wattse, Gremberg, Bernard, Marin, and Larker; for Kobe, from Singapore, Messre. O. Kamoto, Yoshimi, & Kikushi, from Saigon, Mrs S. Homa, and Mr Williams; for Yokohama, from Murseilles, Mr and Mrs Piq and baby, Mesars, Lucien, Dreyfus, Garriga Moner, and Bismaison; from Singapore, Mr Hasegawa; from Saigon, Mrs and Miss de Clermont, and Mr Nauvelaert.

Per Shinano Maru, for Seattle, &c., Mrs K. Sails, Mrs E. Course and 2 children. Miss Alexander, Messre. J. E. Ellis, C. H. West, G. Osborne, K. Yamamoto, and A. G. Bonvick.



UTLER, PALMER & Co., LONDON AGENTS.

LANE, CRAWFORD & CO. HONG KONG

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